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# **TRANSPORTATION IN MONTANA**

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## INTRODUCTION

The purpose for which this contract was awarded was to study the present pupil transportation program in Montana and to determine what needs, if any, exist in this area. This report is an evaluation of what pupil transportation personnel see as problem areas, what an ideal program should be, and possible alternatives which could help improve pupil transportation programs in Montana.

### OBJECTIVES OF THE STUDY:

The objectives of this study were to:

- 1) Review applicable state law with regard to possible conflict with Highway Safety Program Standard No. 17.
- 2) Survey through interviews and/or questionnaires selected pupil transportation personnel in all school districts operating transportation services in Montana to determine the needs of the State in the area of pupil transportation.



- 3) Using the needs identified, compile a list of alternatives which the Highway Safety Director could use to help communities fulfill their needs in the area of pupil transportation.

#### SUBJECTS:

Two hundred and ninety-six questionnaires were sent to applicable pupil transportation personnel throughout the state. Of that total, 218 responded to that questionnaire. The 218 respondents were composed of four groups: 1) School Administrators, 2) Transportation Supervisors, 3) Contractors, and 4) other (School board members, state safety officials, clerks, bus drivers, etc.).

#### INSTRUMENT DEVELOPMENT:

In order to determine the needs as seen by pupil transportation personnel, a survey questionnaire was developed. The purpose of the instrument was to measure how participants completing the survey felt about pupil transportation needs in Montana. A short, easy to answer instrument was



designed so that as many people as possible would respond.

The instrument was constructed by the following steps: 1) a number of discussions were held with transportation specialists at the state level to determine possible needs. At this time a review was made of documents and reports required by the Superintendent of Public Instruction; 2) a number of statements relating to the objectives were constructed; 3) these statements were pre-tested on a number of transportation supervisors throughout the state for clarity and understanding; 4) personal interviews were conducted on a random basis to determine the validity of each statement and inclusion of others; 5) the final draft of the instrument was completed and pre-tested with people representative of those who would be answering the questions in the field; 6) the instrument was then sent to all personnel throughout the state responsible for pupil transportation with a stamped self-addressed envelope enclosed to insure a good percentage of return.

Appendix D includes a copy of the final draft of the instrument used entitled "Pupil



Transportation Survey" and the cover letter accompanying each survey.

STATISTICAL ANALYSIS:

The respondents were asked to indicate their opinions about pupil transportation programs by selecting on a five point scale how much they agreed or disagreed with each statement. The statements included in the survey are included in Appendix D. The five point scale used was as follows:

- 1) Strongly Agree
- 2) Agree
- 3) Uncertain
- 4) Disagree
- 5) Strongly Disagree

To aid the consultant in determining what problem areas were of the highest priority, an analysis method was selected that would show which areas participants were most concerned with and by which category (School Administrator, Transportation Supervisor, Contractor, other.).

Demographic data were also collected along with the respondents opinions to the twenty-one





statements; the position held, number of students transported, and school district location were recorded.

The positions represented were broken into four groups: a school administrator, a transportation supervisor, a contractor and other. The other group consisted of school board personnel, bus drivers, a few Office of the Superintendent of Public Instruction personnel, and private school people. The five groups under the number of students transported were: 1) 1-50, 2) 51-100, 3) 101-250, 4) 251-500, 5) over 500. District locations were divided into Western, Central and Eastern Montana.

Crossbreaks for each of the three categories of demographic data were made with the statement responses on the survey. The results of these crossbreaks are included in Appendices C. Those readers who are interested in seeing from what data the summary statistics in Table 1-5 were derived can refer to Appendices A-D. These appendices are preceded by an explanation to guide the reader.

The percentage of participants responding



to each question were totaled. This total percentage is presented for each of the groups in Tables 1-5. These five tables are a summary of the major categories covered by the survey questionnaire.

The five basic areas being evaluated were:

- 1) Local Administration, 2) State Administration,
- 3) Student related concerns, 4) Vehicle related concerns, and 5) Driver related concerns.

The presentation of the results will be a brief narrative description on each of the five categories listed above, along with a summary table.

Since no criteria of success were established for the objectives outlined, the consultant felt that this approach would best provide the Highway Safety Director with a meaningful picture of how the respondents feel about pupil transportation problem areas. Further, this approach should provide the Montana Highway Safety Director with useful validated information upon which to determine future direction in Pupil Transportation Safety.



## REVIEW OF RELATED LITERATURE

Approximately 48,000 pupils daily are transported to and from schools in Montana over a total of 78,192 miles.

The number of students being transported to school increases each year because of such factors as school consolidation, reduction of three mile limit in many districts, movement of people to less urban areas, and more special classes for handicapped children.

During the present school year 29,794 elementary and 18,157 secondary students will be transported over 14 million miles to and from school. The many miles of travel will take place over 1,274 bus routes.

Transportation services being provided during the 1972-73 school year are in state inspected vehicles. Presently, 1,153 buses travel daily; 563 district owned and 590 contractor owned. Of the total number of buses passing inspection, 1,069 passed on first inspection, 79 passed on second inspection, and five passed on third inspection.



## SCHOOL BUS ACCIDENT DATA

Montana has been very fortunate with respect to death and injury as a result of school bus accidents. Since the inception of pupil transportation services, not one pupil has been killed in a school bus accident. The chart on page nine shows accident statistics from 1967-1972 and probable causes. Of the total 181 accidents occurring during the five-year period only 72 injuries were reported.

Rear-end collisions accounted for the highest percentage of accidents (17.1%) while various intersection violations accounted for the next highest percentage (14.9%).

A review of accident reports and citations clearly indicate that driver error was the major contributing factor in all crashes. Equipment failure was listed in only 1.1% of all accidents reported.





# POSSIBLE ACCIDENT CAUSES

1967 - 1972

	<u>Number</u>	<u>Percent</u>
Rear End Collision (Vehicle with bus)	31	17.1
Intersection Violation	27	14.9
Side-Swiped (Vehicle with bus)	18	10.0
Bus hitting parked vehicles	17	9.4
Bus slid off road	17	9.4
Following too close (Bus hits other vehicle)	14	7.2
Improper backing	14	7.2
Improper turn	8	4.4
Bus collides with fixed object	7	3.9
Head on collision (Vehicle collides with bus)	7	3.9
Bus related (Pupils loading/unloading)	5	2.8
Failure to yield	4	2.2
Bus hit animal	4	2.2
Wheel came off	3	1.7
Unavoidable	3	1.7
Brakes failed	2	1.1
	<hr/>	<hr/>
	181	99.1



PROGRAM STANDARD NO. 17 and MONTANA TRANSPORTA-  
TION STATUTES

Standard 17 is designed to improve State programs for transporting pupils safely in urban and rural areas by setting requirements for proper and safe equipment; maintenance of equipment; selection, training, and supervision of drivers and maintenance personnel; and administrative provisions in the field of pupil transportation. This standard establishes minimum requirements for a State highway safety program for pupil transportation safety; including the identification, operation, and maintenance of school buses; training of personnel; and administration. The purpose of this standard is to reduce, to the greatest extent possible, the danger of death or injury to school children while they are being transported to and from school.

Definitions of vehicle types used in transporting pupils to and from school is as follows:

"Type 1 school vehicle" means any motor vehicle with motive power, except a trailer, used to carry more than 16 pupils to and from school. This definition includes vehicles that



are at any time used to carry school children and school personnel exclusively, and does not include vehicles that only carry school children along with other passengers as part of the operations of a common carrier.

"Type 11 school vehicle" means any motor vehicle used to carry 16 or less pupils to or from school. This does not include private motor vehicles used to carry members of the owner's household.

Requirements of the Standard state that each State, in cooperation with its school districts and its political subdivisions, shall have a comprehensive pupil transportation safety program to assure that school vehicles are operated and maintained so as to achieve the highest level of safety.

Areas specified in the Standard are (A) Administration, (B) Identification and equipment of school vehicles, (C) Operation, (D) Vehicle Maintenance. Program evaluation is also required under Standard 17. It states that the pupil transportation safety program shall be evaluated at least annually by the State agency having



primary administrative responsibility for pupil transportation.

The following is a comparison of Highway Safety Program Standard No. 17 and present Montana Statutes with regard to pupil transportation safety:





A. ADMINISTRATION

Program Standard No. 17:

1. There shall be a single State agency having primary administrative responsibility for pupil transportation, and employing at least one fulltime professional to carry out its responsibilities for pupil transportation.

State Statutes:

1. In addition to the positions of employment listed in Section 75-5704, the Superintendent of Public Instruction may employ .....(4) a competent person to develop economy and efficiency in school transportation, and to otherwise supervise the transportation program; (75-5705 School Laws of Mont. 1971).

Conflict:

Standard 17 requires at least one full-time professional to carry out pupil transportation responsibilities whereas Section 75-5705 of



School Laws of Montana, 1971 merely  
grant permission for employment with-  
out any mention of full or part-time.



A. ADMINISTRATION

Program Standard No. 17:

2. The responsible State Agency shall develop an operating system for collecting and reporting information needed to improve the safety of school vehicle operations, in accordance with Safety Program Standard No. 10, "Traffic Records".

State Statutes:

2. In order to have a uniform and equal provision of transportation by all districts in the State of Montana, the Superintendent of Public Instruction shall: (1) prescribe rules, regulations, and forms for the implementation and administration of transportation policies adopted by the board of education .....  
(75-7005, School Laws of Montana, 1971).

Conflict:

None



B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES

Program Standard No. 17:

1. Type 1 school vehicles shall:
  - a. Be identified with the words,  
"School Bus", printed in letters  
not less than 8 inches high,  
located between the warning signal  
lamps as high as possible without  
impairing visibility of the letter-  
ing from both front and rear, and  
have no other lettering on the  
front or rear of the vehicle.

State Statutes:

1. Type 1 school vehicle
  - a. A "school bus" shall mean any  
motor vehicle which is owned by  
a district or other public agency  
or by a carrier under contract  
with such a district or public  
agency, and which complies with  
the bus standards established  
by the board of education as  
determined by the Montana  
Highway Patrol's annual inspec-





tion of school buses and the  
Superintendent of Public  
Instruction .....  
Every school bus shall bear on  
the front and rear of the bus  
a plainly visible sign contain-  
ing the words "school bus" in  
letters at least eight (8) inches  
in height. (75-7002, School Laws  
of Montana, 1971).

Conflict:

Present Minimum Standards for School  
Buses in Montana state: Words "Stop  
on Signal" shall be painted on rear  
of bus in letters at least 4 inches  
high.



B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES

Program Standard No. 17:

1. Type 1 school vehicles shall:

- b. Be painted National School Bus Glossy Yellow, in accordance with the colorimetric specification of Federal Standard No. 595a, Color 13432, except that the hood shall be either that color or lusterless black, matching Federal Standard No. 595a, Color 37038;

State Statutes:

- b. With the exception of front fenders and lettering, school bus body including hood, cowl, and roof shall be painted uniform color, national school bus chrome, according to specifications available from General Services Administration, (Minimum Standards For School Buses in Montana, 1967).

Conflict:

None - 18 -



B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES

Program Standard No. 17:

1. Type 1 school vehicles shall:
  - c. Have bumpers of glossy black, matching Federal Standard No. 595a, Color 17038; unless, for increased night visibility, they are covered with a retroflective material.

State Statutes:

- c. Rear bumper and lettering shall be black. Body trim, if used, shall be black. The area around the lens of each alternate flashing signal lamp and extending outward approximately 3 inches may be painted black.

Conflict:

None



B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES

Program Standard No. 17:

1. Type 1 school vehicles shall:

- d. Be equipped with a system of signal lamps that conforms to the schoolbus requirements of Federal Motor Vehicle Safety Standard 108, 49 CFR 571.21;

State Statutes:

- d. ....(c) Every bus used for the transportation of school children shall, in addition to any other equipment and distinctive markings required by this act, be equipped with signal lamps mounted as high and as widely spaced laterally as practicable, displaying to the front two (2) red and two (2) amber alternating flashing lights and to the rear two (2) red and two (2) amber alternating flashing lights. These lights shall have sufficient intensity to be visible at five hundred





(500) feet in normal sunlight.  
The warning lights shall be of  
a type, and located on each bus,  
as prescribed by the state board  
of education and approved by the  
supervisor of the highway patrol  
.....(32-21-132 R.C.M. 1947  
as amended) .

Conflict:

None



B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES  
Program Standard No. 17:

1. Type 1 school vehicles shall:

- e. Have a system of mirrors that will give the seated driver a view of the roadway to each side of the bus, and of the area immediately in front of the front bumper, in accordance with the following procedure. When a rod, 30 inches long, is placed upright on the ground at any point along a traverse line one foot forward of the forwardmost point of a schoolbus, and extending the width of the bus, at least  $7\frac{1}{2}$  inches of the driver, either by direct view or by means of an indirect visibility system.

State Statutes:

- e. ....Exterior convex mirror at least  $7\frac{1}{2}$  inches in diameter may be installed and may be located either left or right side of



bus in such manner that seated driver may observe, through its use, areas to front or side of bus, where direct observation is not possible (Minimum Standards for School Buses in Montana, 1967.)

Conflict:

No provisions currently exist in State Statutes with regard to mirrors for driver visibility immediately in front of front bumper.



B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES

Program Standard No. 17:

2. Any school vehicle meeting the identification requirements of 1.a-d that is permanently converted for use wholly for purposes other than transporting pupils to or from school shall be painted a color other than National School Bus Glossy Yellow, and shall have the stop arms, and equipment required by Section IV B.I.d, removed.

State Statutes:

2. School Vehicle converted for other than transporting pupils -----None

Conflict:

No provision in Montana Statutes at present to require changing color of vehicle or other equipment removed.





B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES

Program Standard No. 17:

3. Type 1 school vehicles being operated on a public highway and transporting primarily passengers other than school pupils shall have the words "School Bus" covered, removed, or otherwise concealed, and the stop arms and equipment required by Section IV. B.I.d. shall not be operable through the usual controls.

State Statutes:

3. School Vehicles not transporting pupils.....(c) When a school bus is being operated upon a highway for purposes other than the actual transportation of children either to or from school all markings thereon indicating "School Bus" shall be covered or concealed. (32-2197 RCM 1947, as amended).

Conflict:

None



B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES

Program Standard No. 17:

4. a. Type 11 school vehicles shall  
either:

(1) Comply with all the require-  
ments for Type 1 school  
vehicles; or

State Statutes:

4. a. Type 11 school vehicles.....  
No provision at present time in  
Minimum Standards For School  
Buses in Montana.

Conflict:

Exception to certain vehicles apply  
throughout the present standard and  
apply to private passenger cars and  
station wagons used in pupil trans-  
portation.



B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES

Program Standard No. 17:

- (2) Be of a color other than National School Bus Glossy Yellow, have none of the equipment specified in IV. B.I.d., and not have the words, "School Bus", in any location on the exterior of the vehicle, or in any interior location visible to a motorist.

State Statutes:

- (2) Be of a color other than National School Bus Glossy Yellow, have none of the equipment specified in IV. B.I.d.,..... Private passenger cars and station wagons may be used and are exempt from Identification and color standards. (Minimum Standards For School Buses in Mont. 1967)



Conflict:

No provision to enforce (2)





B. IDENTIFICATION AND EQUIPMENT OF SCHOOL VEHICLES

Program Standard No. 17:

4. b. The State shall establish conditions under which one or the other of the above two specifications for Type II vehicles shall apply.

State Statutes:

4. b. Not part of present law or Regulations.

Conflict:

Presently a variety of vehicles may be used for transporting pupils and exceptions are allowed rather than discouraged.



C. OPERATION

Program Standard No. 17:

1. Personnel

- a. Each State shall develop a plan for selecting, training, and supervising persons whose primary duties involve transporting school pupils, in order to assure that such persons will attain a high degree of competence in, and knowledge of, their duties.

State Statutes:

1. Personnel

- a. Presently no plan exists in Montana.

Conflict:

Not in compliance because no plan exists in Montana.



C. OPERATION

Program Standard No. 17:

1. Personnel

b. Every person who drives a Type 1 or Type 11 school vehicle occupied by school pupils shall, as a minimum:

- (1) Have a valid State driver's license to operate such a vehicle (5);
- (2) Meet all special physical, mental, and moral requirements established by the State agency having primary responsibility for pupil transportation; and
- (3) Be qualified as a driver under the Motor Carrier Safety Regulations of the Federal Highway Administration 49 CFR 391, if he or his employer is subject to those regulations.

State Statutes:

1. Personnel



b. Driver Qualifications.... Any driver of a school bus shall be qualified to drive such school bus by compliance with the following requirements:

- (1) he is not less than twenty-one (21) years of age;
- (2) he is of good moral character;
- (3) he is the holder of a chauffeur's license;
- (4) he has filed with the district a satisfactory medical examination report signed by a licensed physician of the State of Montana on a blank provided by the Superintendent of Public Instruction;
- (5) he has completed a standard first-aid course and holds a valid standard first-aid certificate from an authorized instructor.....
- (6) he has complied with any





other qualifications established by the board of education; and

- (7) he has filed with the county superintendent a certificate from the trustees of the district for which the school bus is to be driven certifying compliance with the several driver qualifications enumerated in this section.

Conflict:

None



C. OPERATION

Program Standard No. 17

2. Pupil Instruction at least twice during each school year, each pupil who is transported in a school vehicle shall be instructed in safe riding practices, and participate in emergency evacuation drills.

State Statutes:

2. Pupil Instruction.....(9) A program for school bus evacuation drills should be set up. A memorandum of instruction for the conduct of such drills is available upon request from the Office of the Superintendent of Public Instruction, Pupil Transportation Supervisor, Helena, Montana 59601. (Montana School Bus Driver Manual 1967)

Conflict:

None



C. OPERATION

Program Standard No. 17

3. Vehicle operation

a. Each State shall develop plans for minimizing highway use hazards to school vehicle occupants, other highway users, pedestrians, and property, including but not limited to:

- (1) Careful planning and annual review of routes for safety hazards;
- (2) Planning routes to assure maximum use of buses, and avoid standees;
- (3) Providing loading and unloading zones off the main traveled parts of highways, wherever it is practicable to do so.
- (4) Establishing restricted loading and unloading areas for school buses at, or near schools;
- (5) Requiring the driver of a



vehicle meeting or overtaking a schoolbus that is stopped on a highway to take on or discharge pupils, and on which the red warning signals specified in IV. B.I.d. are in operation, to stop his vehicle before it reaches the schoolbus and not proceed until the warning signals are deactivated; and

- (6) Prohibiting, by legislation or regulation, operation of any vehicle displaying the words, "School Bus", unless it meets the equipment and identification requirements of this standard.

State Statutes:

3. Vehicle Operation

- a. Plans for minimizing highway use hazards.....

- (1) Careful planning and annual review of routes for safety





hazards....3. A school bus route should be established with due consideration of the sum total of local conditions affecting the safety, economic soundness, and .....

(Montana School Bus Driver Manual 1967)

(2) Planning routes

It shall be the duty of the county transportation committee to .....(2) approve, disapprove, or adjust the school bus routing submitted by the trustee of each district in conformity with the transportation service areas established within the county. (75-7015 School Laws of Montana, 1971)

(3) Providing Loading and Unloading Zones.....(3) Bus stops should be chosen with the principle of safety in



mind. Points should be selected where motorists approaching from either direction will have a clear view of the bus for a distance of at least three hundred (300) to five hundred (500) feet. Stops should never be made over the brow of a hill, on the outgoing end of a curve, on a blind curve, at a road intersection or on a steep grade. (Montana School Bus Driver Manual 1967).

- (4) Establishing restricted loading and unloading areas near school house ..... (2)
- Loading sites should be selected away from heavy traffic of either pupils or motorists, preferably on the school grounds. Each bus should be assigned a definite parking



spot..... (3) When no suitable loading site is available on the school grounds the bus should be loaded and unloaded out of traffic at the side of the road adjoining the grounds. If necessary, the curb should be painted yellow and designated as "School Loading Zone" and all parking prohibited during loading hours.

- (5) Driver of vehicle meeting or overtaking schoolbuses stopped .....When outside the limits of an unincorporated city or town, the driver of a vehicle, when approaching the front or rear of a school bus that has come to a stop on a public road and has its alternately flashing warning lighting system of four red signal lamps in operation and



is receiving or discharging children, shall stop his vehicle not less than ten (10) feet from such school bus and keep said vehicle stationary until the children have entered the school bus or have alighted and reached the side of the highway on which they live, and the school bus has resumed motion, or the driver has signalled traffic to proceed.....(75-7007) School Laws of Mont. 1971)

- (6) Prohibiting operation of any vehicle displaying the words, "School Bus", unless it meets the equipment and identification requirements of this standard. No rules or regulations presently exist in Montana prohibiting number six above.





Conflict:

Only conflict is C3(6) where Standard 17 prohibits operation of any vehicle displaying words "School Bus", unless it meets standards; Montana Law at present does not prohibit use of vehicles not meeting Standard 17.



C. OPERATION

Program Standard No. 17

- (b) Use of flashing warning signal lamps while loading or unloading pupils shall be at the option of the State. Use of red warning signal lamps for any other purpose, and at any time other than when the school vehicle is stopped to load or discharge passengers shall be prohibited.

State Statutes:

- (b) It shall be unlawful to operate any flashing warning signal light or any school bus except when any said school bus is preparing to stop or is stopped on a highway for the purpose of permitting school children to board or alight from said school bus. (32-2198 School Laws of Mont. 1971).

Conflict:

None



C. OPERATION

Program Standard No. 17

(c) When vehicles are equipped with  
stop arms, such devices shall be  
operated only in conjunction with  
red signal lamps.

State Statutes:

(c) Not applicable in Montana.

Conflict:

None



C. OPERATION

Program Standard No. 17

(d) Seating

- (1) Seating shall be provided that will permit each occupant to sit in a seat in a plain view lateral location, intended by the manufacturers to provide seating accommodation for a person at least as large as a 5th percentile adult female, as defined in 49 CFR 571.3.

State Statutes:

- (1) All seats shall have minimum depth of 14 inches.  
Thirteen (13) inches shall be allowable average rump width for use in determining seating capacity of the bus. (Montana School Bus Driver Manual 1967.)

Conflict:

None





C. OPERATION

Program Standard No. 17:

- (2) Bus routing and seating plans shall be coordinated so as to eliminate standees when a school vehicle is in motion.

State Statutes:

- (2) Bus routing and seating plans is the duty of the school district or county high school authorities. The planning of such routes or service areas is subject to the approval of the County Transportation Committee and the State Superintendent of Public Instruction. (Mont. School Bus Drivers Manual 1967).

Conflict:

None



C. OPERATION

Program Standard No. 17:

- (3) There shall be no auxiliary seating accommodations such as temporary or folding jump seats in school vehicles.

State Statutes:

- (3) No bus shall be equipped with jump seats or portable seats. All seats shall be securely fastened to body of vehicle. (Minimum Standards for School Buses in Montana 1967).

Conflict:

None



C. OPERATION

Program Standard No. 17:

- (4) Drivers of school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion.

State Statutes:

- (4) Seat belt for driver shall be provided, belt to comply with current specifications and recommended practices of Society of Automotive Engineers except that belt shall be fastened to bus floor immediately behind drivers seat when adjusted to its rear-most position.

Conflict:

None



C. OPERATION

Program Standard No. 17:

- (5) Passengers in Type 11 school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion.

State Statutes:

- (5) No provision in Montana Law or Regulations with regard to wearing lap belt.

Conflict:

Passengers in Type 11 vehicles are not required by law to wear lap belts at the present time.





D. VEHICLE MAINTENANCE

Program Standard No. 17:

1. School vehicles shall be maintained in safe operating conditions through a systematic preventive maintenance program.

State Statutes:

1. The establishment of bus maintenance program is the responsibility of the school administrator for school owned buses and the owners of the bus for contracted buses. The program should provide for servicing on a regular monthly or mileage schedule plus special servicing as the need arises. (Montana School Bus Drivers Manual 1967).

Conflict:

None



D. VEHICLE MAINTENANCE

Program Standard No. 17:

2. All school vehicles shall be inspected at least semi-annually, in accordance with Highway Safety Program Manual Vol. 1, published by the Department of Transportation, January 1969. School vehicles subject to the Motor Carrier Safety Regulations of the Federal Highway Administration shall be inspected and maintained in accordance with those regulations (49 Parts 393 and 396).

State Statutes:

2. The Montana Highway Patrol shall perform the annual inspection of school buses at least thirty (30) days prior to the beginning of the school term and reinspect the buses, if necessary, before the beginning of the school term.....(32-21-155.1 R.C.M. 1947 as amended).

Conflict:

Standard No. 17 requires inspection



at least semi-annually whereas  
Montana Law provides for annual  
inspection only.



D. VEHICLE MAINTENANCE

Program Standard No. 17:

3. School vehicle drivers shall be required to perform daily pretrip inspections of their vehicles, and to report promptly and in writing any defects or deficiency discovered that may affect the safety of the vehicle's operation or result in its mechanical breakdown. Pretrip inspection and condition reports for school vehicles subject to the Motor Carrier Safety Regulations of the Federal Highway Administration shall be performed in accordance with those regulations (49 CFR 392.7, 392.8 and 396.7).

State Statutes:

3. Daily inspections for defects, especially for those that could cause accidents, is the responsibility of the driver. Every driver must make daily checks of the following: steering mechanism, brakes, flashing signals, directional signals, lights, oil





level, water level, battery level,  
instrument guages, tires, windows,  
mirrors, emergency doors, fire  
extinguishers, and pressure guage.  
(Montana School Bus Driver Manual,  
1967) .

Conflict:

None



## STUDY RESULTS

### HOW RESPONDENTS FEEL ABOUT LOCAL ADMINISTRATION CONCERNS

---

A summary of how participants responding to the survey questionnaire feel about local administrative concerns is presented in Table 1. The instrument contained five statements which were concerned with "local administration". The categories of strongly agree and agree were combined as "agreement" and the categories of disagree and strongly disagree were combined as "disagreement". The uncertain category remained unchanged. Since nonrespondents are not included in the summary tables not all categories will total 100%.

Table 1 shows there is general agreement with statement #1, "The three mile limit is not practical and should be reduced."

When considering the position represented, Transportation Supervisors (90%) and Contractors (70.8%) felt more strongly about the statement than did School Administrators (65.2%) or others (school board members, clerks, drivers, etc.) (60.8%) .



There is general agreement from respondents representing small and large districts that the three mile limit is not practical. Those respondents from districts over 250 students felt stronger about the impracticality of the three mile limit than those representing smaller schools.

The respondents from Western Montana feel stronger about the undesirability of the three mile limit (72.1%) than do those from either Central Montana (65.5%) or Eastern Montana (60%).

Statement #7 was, "Our district would benefit from some assistance in scheduling school buses." Table 1 indicates that most respondents feel school districts would not benefit from such assistance.

The breakdown by positions represented shows 0% of the transportation supervisors in agreement with statement #7. It should be noted that in larger districts the transportation supervisor is responsible for the scheduling duties throughout the district. The largest percentage of agreement came from others (school board members, clerks, drivers, etc.) with 21.7%.

In the number of students transported category, the strongest disagreement comes from those



districts transporting 1-50 students (73.3%) and those transporting over 500 (62.5%). A possible explanation of such a high percentage of disagreement from three groups is the small districts do generally feel scheduling is a problem and the largest group leaves scheduling up to transportation supervisors appointed by the district. The largest group agreeing that assistance might be beneficial was the 251-500 group (32.1%). Generally schools of this group do not have full time transportation supervisors but do transport a large number of students daily. As expected, those transporting fewer students, i.e. 1-50 showed the least agreement (13.3%).

Location within the state seemed to have no affect on how respondents reacted to statement #7. Largest percentage of disagreement seems to be in Eastern Montana (61.8%) and the smallest percentage of disagreement in Central Montana (53.5%).

Statement #8 "Charging a fee for pupils living under the three mile limit causes a hardship", was an attempt to measure feeling about charging students to ride if they reside less than three miles from





school.

Table 1 shows that regardless of position, respondents tended to either agree or were uncertain with statement 8 rather than showing substantial disagreement. It should be noted that more school administrators and contractors (59.6% and 62.5%) agreed with the statement than did transportation supervisors and others (50% and 47.8%). Again, it is the former two groups that deal more extensively with this particular problem.

Generally, the larger the number of students transported, the higher the percentage of agreement that charging a fee causes a hardship. Those districts transporting between 251-500 tend to show the most agreement (64.3%) while the least percent of agreement comes from those districts transporting 1-50 (53.4%). The apparent reason for the 251-500 group being higher than the over 500 is the closeness to the problem by school personnel while the over 500 group is generally composed of contractors not as familiar with financial problems. The largest disagreement segment is the over 500 group with 25%, the reason probably again being unfamiliarity with such



problems.

School location does not seem to affect how respondents feel about charging a fee for pupils living within three miles from school. Western Montana (62.1%) and Eastern Montana (65.5%) showed more agreement than did those respondents from Central Montana (50%).

Statement #9, "Each district should operate from written policy", shows overwhelming agreement from all categories.

Table 1 shows school administrators (88.2%) and transportation supervisors (90%) more in agreement with the statement than contractors (83.4%) and others (school board members, clerks, drivers, etc.) with 82.6%. The highest percentage of uncertain responses (13%) was from "others" which includes those people not as familiar with policy as the first two groups.

When the number of students transported is considered, it is the over 500 group that agrees most with the concerning the need for written policy statement (95.8%). The smallest percentage of agreement is from group 1-50 (83.3%). The largest percentage of disagreement again comes



from the 1-50 group (6.7%) while the over 500 group showed 0% disagreement. The percentage clearly indicate that the greater the number transported the more a written policy becomes a necessity.

An examination of location shows that Eastern Montanans (90.9%) tend to agree slightly more with the need for written policy than do those respondents in Central Montana (85.7%) and Western Montana (86.0%).

Statement #17, "The National Highway Safety Act Standard No. 17 is now being implemented in our district", shows a high percentage of uncertain answers among those not closely associated with Pupil Transportation.

When looking at position, the transportation supervisors (60%) were the only group strongly agreeing with the statement. The large percentage of uncertain responses from school administrators (46%), contractors (50%), and "others" (56.5%) seems to indicate a lack of familiarity with Standard No. 17.

The number of students transported crossbreak seems to indicate the larger the number of students



transported the more Standard 17 is being implemented. In the category of 1-50 students being transported 63.3% of the respondents were uncertain whereas in the over 500 category only 29.2% of the respondents were uncertain whether the standard was being implemented.

When looking at location it is evident by the small percentage of disagreement, 3.8% in Western Montana, 9.6% in Central Montana, and 9.1% in Eastern Montana that unfamiliarity with the Highway Safety Standard No. 17 is a more appropriate response than agreement or disagreement. The high percentage of uncertain responses bears out this suspicion - Western Montana (49.4%) Central Montana (45.2%) and Eastern Montana (43.6%).

In summary, it appears that the three mile limit is not practical from a local administration standpoint and the scheduling of school buses should be left to local jurisdictions. A fee could cause a hardship in many cases if it were imposed according to respondents. A large majority of local people feel a written policy is a must with regard to pupil transportation. It is quite clear that very few respondents know exactly what





the National Highway Safety Act Standard No. 17  
is and whether or not it is being implemented at  
the district level.



TABLE 1

## A SUMMARY OF HOW RESPONDENTS FEEL ABOUT LOCAL ADMINISTRATION CONCERNS

		POSITION				NUMBER OF STUDENTS TRANSPORTED					LOCATION		
		School Admin.	Transportation Supv.	Contractor	Others	1-50	51-100	101-250	251-500	Over 500	Western	Central	Eastern
STATEMENT													
1. The three mile limit is not practical and should be reduced.	1	65.2%	90%	70.8%	60.8%	66.6%	61.4%	67.1%	71.4%	70.8%	72.1%	65.5%	60. %
	2	22.3%	10%	20.8%	21.7%	20. %	24.5%	20.3%	17.8%	25.0%	19%	22.6%	23.6%
	3	10.6%	0%	8.3%	17.4%	13.3%	14.0%	10.1%	10.7%	0%	7.6%	10.7%	14.5%
7. Our district would benefit from some assistance in scheduling school buses.	1	20.5%	0%	16.7%	21.7%	13.3%	15.8%	17.7%	32.1%	25%	19.0%	19.1%	20.0%
	2	52.8%	80%	70.9%	69.5%	73.3%	59.7%	54.5%	42.9%	62.5%	59.5%	53.5%	61.8%
	3	26.7%	10%	12.5%	4.3%	10.0%	24.6%	26.6%	25%	12.5%	20.3%	26.2%	18.2%
8. Charging a fee for pupils living under the 3 mile limit causes a hardship.	1	59.6%	50%	62.5%	47.8%	53.4%	56.2%	59.5%	64.3%	58.4%	62.1%	50.0%	65.5%
	2	15.6%	30%	8.4%	21.7%	13.4%	14.0%	16.4%	14.3%	25.0%	16.5%	15.4%	16.4%
	3	21.1%	20%	25.0%	26.1%	33.3%	19.3%	22.8%	21.4%	12.5%	20.3%	26.2%	18.2%
9. Each district should operate from written policy.	1	88.2%	90%	83.4%	82.6%	83.3%	86%	86.1%	89.3%	95.8%	86.0%	85.7%	90.9%
	2	3.1%	0%	8.3%	4.3%	6.7%	3.6%	3.8%	3.6%	0%	5.0%	3.6%	1.8%
	3	8.7%	0%	8.3%	13.0%	10. %	10.5%	8.9%	7.1%	4.2%	8.9%	9.5%	7.3%
17. The National Highway Safety Act Standard No. 17 is now being implemented in our district.	1	39.1%	60%	20.9%	26.1%	20%	33.3%	41.7%	35.7%	50%	41.7%	32.2%	36.4%
	2	6.8%	0%	16.6%	4.3%	6.7%	12.3%	5.1%	0%	12.5%	3.8%	9.6%	9.1%
	3	46.0%	20%	50.0%	56.5%	63.3%	38.6%	48.1%	53.6%	29.2%	49.4%	45.2%	43.6%



## HOW RESPONDENTS FEEL ABOUT STATE ADMINISTRATION CONCERNS

The five statements summarized in Table 2 were related to State Administration concerns. The purpose of the statements was to obtain respondents views of paper work required by state agencies and their knowledge of possible state agency assistance available to pupil transportation personnel.

The first statement in Table 2 was statement #14, "The amount of paper work required by the State Superintendent's Office could be lessened". A review of the position category shows all but transportation supervisors seeming to agree that the amount of paper work from the State Superintendent's Office could be reduced. An interesting note is that those showing the greatest percentage of agreement, i.e. school administrators (59%) and others (school board members, clerks, drivers, etc.) with 56.5% are generally those responsible for completing paper work for state agencies. The large percentage of uncertain responses from Transportation Supervisors seems to indicate a high degree of uncertainty as to what might be eliminated in this area.



When examining the number of students transported, the group in the 1-50 category responded with the highest percentage of agreement to statement #14 (66.7%). The high number of school administrators in this group responsible for the paper work is probably the reason for such a high percentage of agreement. Strangely enough, the over 500 category, where paper work is more voluminous shows the lowest percentage of agreement (45.8%). This may be due to the large number of contractors in this group and they are not responsible for paper work to the degree of school administrators. The least amount of disagreement comes from the groups not responsible for the paper work, i.e., the larger districts who responders were mainly contractors.

Location seems to have no affect on agreement, disagreement or uncertain responses. Disagreement to the statement ranged from a low of 9.1% in Eastern Montana to a high of 10.7% in Central Montana.

The responses to statement #15, "The method of filing accident reports needs improvement," show a great deal of uncertainty. The small





number of schools having to file reports of this nature has undoubtedly contributed to such a high percentage of uncertainty.

When the respondents were classified by position, the transportation supervisors and contractors showed the greatest percentage of agreement (Both 50%). This response substantiates the opinion of many that these two groups are closer to accident problems than any of the other respondents. The others group (school board members, clerks, drivers, etc.) responded with the highest percentage of uncertainty (73.9%). Again, this group is probably the farthest removed from the problem and therefore are more uncertain than the other respondents.

Responses from the number of students transported category, again illustrates the uncertainty of all responders. Group 1-50 (70%) and Group 251-500 (64.3%) led in uncertainty percentages. The highest percentage of disagreement was found in the over 500 group (8.3%). Five year accident statistics from 1967-1972 show the latter group to be involved in the majority of accidents and therefore would also be more familiar with the



problem than any other category.

The location crossbreak reveals that Eastern Montana respondents tend to agree more (50.9%) than Western Montana (32.9%) or Central Montana (28.6%) respondents. It also shows less uncertainty in responding to statement #15 (47.3%) as opposed to 63.3% and 64.3% for Western and Central Montana respectively.

Statement #19, "The Office of the State Superintendent should employ a full time State Supervisor in the area of Pupil Transportation", reveals that generally transportation supervisors and contractors tend to agree with this statement (50% and 58.3%) to a greater degree than school administrators (43.5%) and others (school board members, clerks, drivers etc) (26%). Since transportation supervisors and contractors usually work closer with the Superintendent's Office and are generally from the large urban areas it is logical that a greater concern exists among these groups. The largest percentage of disagreement is from the "others" (56.5%). Again, it seems logical that this group shows a larger percentage of disagreement because they are the



least familiar with the function or role of such a person. It is revealing to see that the highest percentage of uncertainty is from the transportation supervisors (40%) when in fact this group should be more cognizant of needs than other respondents.

There is a definite feeling among the over 500 group that a full-time supervisor in pupil transportation should be employed (58.3%). Small school districts transporting 1-50 expressed the most disagreement with this statement (43.3%). Responses of this group seem to show a lack of knowledge about what the function of such a position would include. Only 16.6% of the over 500 group indicated disagreement.

Western Montana sees less of a need for a State Supervisor (39.2%) than does Central (47.6%) or Eastern (43.6%). There is a similar pattern to the findings across the state when statement #19 is considered by location.

Statement #20 was, "The Governors Representative for Highway Safety could help solve many of the problems in the pupil transportation Safety Program". The results of this statement show either general agreement or uncertainty. When



the agreement and uncertainty responses are combined, it shows the majority of respondents are unfamiliar with the role of the Highway Safety Director in Pupil Transportation Safety. The largest percentage of disagreement to the statement comes from the "others" group (school board members, clerks, drivers, etc.) showing 17.3%. It is apparent that this category does not associate the Highway Safety Director with school safety.

When respondents were classified by number of students transported, the over 500 group showed the least amount of disagreement with the statement (8.3%). The 1-50 group had the highest percentage of disagreement (16.7%). The large percentage of uncertain responses seems to indicate a lack of knowledge of the Highway Safety Director's role in the safety program.

Very little difference is noted in statement #20 with regard to location. Eastern Montana respondents do show a smaller percentage of agreement (36.4%) compared to 43.1% and 42.9% for Western and Central Montana. Again, an unusually high percentage of uncertain responses are recorded for all state locations.





The responses to statement #21, "The present system of financing pupil transportation is equitable", show a larger percentage of disagreement by all categories than any other statement in the survey. The highest percentage of disagreement comes from school administrators (45.9%) and transportation supervisors (90%). Since these two groups are closer to transportation budgeting than the other position categories it might be expected that their percentage of agreement would be much higher. The contractors group expressed the least amount of disagreement (20%) but the highest percentage of uncertainty. In only one group, "other" (school board members, clerks, drivers, etc.) did the majority (52.1%) feel that the present system of financing pupil transportation is equitable.

If the respondents are classified by number of students transported, strong disagreement is noted in the 251-500 group (67.8%) and over 500 group (66.6%). These percentages indicate that the larger the number of students transported, the greater the inequities. School districts transporting only 1-50 students show the greatest percentage of agreement (43.3%). It is quite



clear that very little uncertainty exists in the minds of those school districts above 250 when a statement is made concerning the financing of pupil transportation.

Regardless of the location of school districts, a large percentage disagree with statement #21. Western Montana (40.5%) seems to show more agreement than Central (29.8%) or Eastern Montana (25.4%).

In summary, it appears that statements dealing with state administration tend to be of lesser concern to respondents than do statements dealing with local administration. Paper work required by the State Superintendent's Office and other state agencies seems to be necessary and of no great concern to any "position" respondents.

The employment of a full-time state supervisor seems to be agreeable with all groups but "others", the majority of this group (56.5%) being in opposition to the employment of such a person. A rather high percentage of uncertain responses in this area seem to indicate a lack of awareness as to the function of such an individual.

With regard to aid from the Governor's High-



way Safety Representative, most respondents either agreed that he could be of assistance to them or they were uncertain how he might assist local districts. The very low percentage disagreeing with the statement would indicate that "we think he could help, but we are uncertain as to how it can be done."

It also appears that those groups most responsible for pupil transportation, (school administrators and transportation supervisors) strongly feel that the present system of financing pupil transportation is not equitable. The most meaningful figures seem to be in the number of students transported category since the larger numbers overwhelmingly disagree with the present system of financing pupil transportation.



TABLE 2

## A SUMMARY OF HOW RESPONDENTS FEEL ABOUT STATE ADMINISTRATION CONCERNS

1. Agreement 2. Disagreement 3. Uncertain	STATEMENT		POSITION				NUMBER OF STUDENTS TRANSPORTED					LOCATION		
			School Admin.	Transportation Supv.	Contractor	Others	1-50	51-100	101-250	251-500	Over 500	Western	Central	Eastern
	14. The amount of paper work required by the State Superintendent's Office could be lessened.	1	59.0%	30%	50%	56.5%	66.7%	56.1%	53.1%	64.3%	45.8%	55.7%	53.5%	61.8%
		2	9.3%	0%	8.4%	21.7%	16.7%	10.6%	10.2%	7.1%	4.2%	10.2%	10.7%	9.1%
		3	31.7%	60%	41.7%	21.7%	16.7%	33.3%	35.4%	28.6%	50.0%	34.2%	34.5%	29.1%
	15. The method of filing accident reports needs improvement.	1	34.1%	50%	50%	26.1%	26.7%	36.8%	37.9%	32.1%	41.6%	32.9%	28.6%	50.9%
		2	50%	0%	4.2%	0%	3.3%	3.5%	3.8%	3.6%	8.3%	3.8%	6.0%	1.8%
		3	60.9%	40%	45.8%	73.9%	70.0%	59.6%	57.0%	64.3%	50.0%	63.3%	64.3%	47.3%
	19. The Office of the State Superintendent should employ a full time State Supervisor in the area of Pupil Transportation.	1	43.5%	50%	58.3%	26.0%	30%	43.9%	45.5%	39.3%	58.3%	39.2%	47.6%	43.6%
		2	26.7%	10%	33.4%	56.5%	43.3%	28.1%	31.7%	25.0%	16.6%	30.4%	31.0%	27.2%
		3	29.2%	40%	8.3%	17.4%	26.7%	26.3%	22.8%	35.7%	25.0%	29.1%	21.4%	29.1%
	20. The Governor's representative for Highway Safety could help solve many of the problems in the Pupil Transportation Safety Program.	1	40.4%	50%	37.5%	47.8%	46.7%	33.3%	51.9%	32.1%	29.2%	43.1%	42.9%	36.4%
		2	12.4%	0%	12.5%	17.3%	16.7%	14.0%	10.1%	14.2%	8.3%	10.2%	11.9%	16.4%
		3	46.6%	50%	50%	34.8%	36.7%	52.6%	36.7%	53.6%	62.5%	46.8%	45.2%	45.5%
	21. The present system of financing pupil transportation is equitable.	1	31.7%	0%	33.4%	52.1%	43.3%	31.6%	36.7%	21.4%	20.8%	40.5%	29.8%	25.4%
		2	45.9%	90%	20.0%	26.1%	26.7%	38.6%	36.7%	67.8%	66.6%	38.0%	47.6%	43.6%
		3	22.4%	10%	45.8%	21.7%	30.0%	29.8%	26.6%	10.7%	12.5%	21.5%	22.6%	30.9%





## HOW RESPONDENTS FEEL ABOUT STUDENT RELATED CONCERNS

The third major area to be evaluated is summarized in Table 3. This table presents a summary of how respondents feel about student related concerns. Two statements concern themselves with youth movement and will be discussed in detail.

Statement #2, was, "The growth in special education enrollment has created new problems in pupil transportation". Only transportation supervisors indicated a high percentage of agreement (60%) with this statement. This seems to indicate that the larger urban areas where transportation supervisors are employed, are the only areas experiencing many problems because of special education programs. The rather large percentage of uncertain responses from all groups seems to indicate a lack of understanding about special education transportation problems.

The number of students transported crossbreaks vividly illustrate that new problems have arisen in areas transporting 251-500 (53.6%) and over 500 (50%). The highest percentage of disagreement is in the 1-50 group and 51-100 group where few



special education students ride.

When the responses are broken by location the largest percentage of agreement is indicated by Eastern Montana (55.4%). It should be noted that considerably more emphasis is placed on special education in Eastern Montana due in part to Eastern Montana College's program and the Eastmont Center in Glendive. Western Montana respondents indicated the largest percentage of disagreement (36.7%) and uncertainty (34.2%).

Statement #3 was, "Youth movement for extra curricular activities causes few problems in our district". The highest percentage of agreement to statement #3 was noted by contractors (75%) and "others" (school board members, clerks, drivers, etc.) with 69.5%. School administrators and transportation supervisors (57.1% and 40%) considered youth movement for extra curricular activities to be a rather serious problem. The contractors (who haul the majority of students ) expressed only 12.5% disagreement with the statement. This statement seems to indicate that those not engaged in transportation for hire hold an entirely different view of the problems encountered



in transporting students after school hours. Perhaps this is because only contractors are compensated. In all categories, a very small percentage of the respondents were uncertain of an answer to statement #3.

When considering the number of students transported, the largest percent of agreement is among those school districts transporting 1-50 students (76.7%). Generally, all schools transporting over 50 students disagree with statement #3. As was indicated in statement #8, the more students transported, the greater the number of problems.

Central Montana seems to disagree with the statement considerably more (58.3%) than Eastern (43.6%) and Western (39.3%) Montana. Western Montana respondents indicate fewer problems than other areas in the state (55%).

In summary, the results of statements #2 and #3 indicate that special education has created more problems for transportation personnel in the larger urban areas of Eastern Montana. The results also indicate that school administrators and transportation supervisors feel more strongly about problems associated with busing students for extra



curricular activities than do the contractors.

Percentage figures also indicate that the greater the number of students being transported, the greater the problem.





## A SUMMARY OF HOW RESPONDENTS FEEL ABOUT STUDENT RELATED CONCERNS

[illegible]



## HOW RESPONDENTS FEEL ABOUT VEHICLE RELATED CONCERNS

A summary of how respondents feel about vehicle related concerns is included in Table 6. There are four statements related to vehicle concerns.

Statement #5, "Our district should provide inspection and maintenance checks at regular intervals", shows a general pattern of agreement. School Administrators (80.2%) indicate a larger percentage of agreement with the statement than other categories. An interesting note is that of the contractors responding, 25% disagreed with statement #5. This could mean that approximately half of Montana pupils would be transported in school buses not being inspected or maintained at regular intervals.

School districts in the over 500 group show the least amount of agreement (58.4%), the largest percentage of disagreement (16.7%), and the largest percentage of uncertainty (25%). It should be noted that it is a likely possibility that the disagreement percentage of the over 500 group could be interpreted as school district personnel feeling that maintenance and inspection should be



left to the contractor rather than the school district.

Respondents in Eastern Montana tend to agree with the statement to a greater degree (83.7%) than those of Western (68.3%) or Central Montana (78.5%). Those responding from Western Montana showed the largest percentage of disagreement (15.2%).

Statement #12 was "Equipment failure causes more accidents than driver errors". Generally all categories were either in disagreement with the statement or were uncertain as to the cause of most accidents. School Administrators and Others (school board members, clerks, drivers, etc.) both with 43.5%, were the two groups with the highest percentage of uncertainty. Transportation supervisors and contractors, were the leading disagreement group. It should be noted that those most closely associated with the everyday program, transportation supervisors and contractors, disagreed with statement #12 to the same degree (50%).

The number of students transported crossbreaks indicate that the over 500 group agrees the least with statement #12 (8.4%) while 26.7% of the School Administrators feel equipment failure causes more



accidents than driver error. Again, a large percentage of respondents in all but the over 500 group are uncertain about most bus accident causes. It should be noted that those in the over 500 group are more apt to report all accidents since all accidents are investigated by the contractors to determine the real cause. This in turn, makes the contractor more aware than most of the real causes of accidents.

Differences in agreement among various locations in the state are negligible but the least degree of uncertainty seems to be from Western Montana respondents (49.4%). Respondents from Eastern Montana show the greatest percentage of disagreement with statement #12 (47.3%).

Statement #13, "All buses should be equipped with two-way radios", received the most agreement from transportation supervisors (60%) and school administrators (57.1%). Strongest disagreement came from contractors (50%) and others (school board members, clerks, drivers, etc.) (60.8%). There seems to be a clear line between those in responsible positions as opposed to those "paying the bill". Generally contractors feel that all





buses that make rural runs and are in need of two-way radios are so equipped and there is no need for all buses therefore to have two-way radios.

The number of students transported shows an increasing agreement up to 500 students transported. It is apparent that the group transporting over 500 operate many units within cities and feel that telephones are within easy reach. Generally those who transport from 50-500 tend to agree more with the statement than those under 50 and over 500. Those schools transporting under 50 students generally operate only one bus and feel the cost of two-way radio equipment is prohibitive.

Location had no affect on the disagreement factor. Central Montana respondents showed the highest percentage of agreement with 56% compared to 49.4% in Western Montana and 52.7% in Eastern Montana.

Statement #18, "The small sixteen passenger commercial vans are unsafe for transporting students", showed a greater percentage of uncertainty and disagreement than agreement. The contractors were the only group that showed a large percentage agreeing with the statement (48.5%).



It should be pointed out that contractors are generally more concerned with liability and therefore would not tend to react favorably with production line small vans. School personnel tended to either disagree or were uncertain of the safety factor.

When the responses were cross broken by the number of students transported, a high percentage of disagreement was noted. Those groups in the 51-100 category (35.1%) and over 500 (33.3%) showed the least percentage of disagreement. It can be speculated that the two groups showing the least percentage of disagreement are the two groups least likely to provide services for 16 or less students.

When location is analyzed, only 8.4% of the Central Montana respondents agreed with the statement compared to 21.6% of Western Montana and 18.2% of Eastern Montanans. Location, as the other category, indicated a large percentage of uncertainty about the safety of small commercial vans for transporting students.

In summary, all categories indicated a strong agreement that inspection and maintenance checks



should be an integral part of a transportation program. Generally, schools transporting 251-500 students feel stronger about the statement than any other category.

A very small percentage of any respondents feel that equipment error causes more accidents than driver error. The large urban areas where most of the students are transported, overwhelmingly link accidents to driver error (75%).

Equipping all buses with two-way radios does not seem to have much support from "others" (school board members, clerk, drivers, etc.) but is considered quite important by school administrators (57.1%). Reasons given by some administrators interviewed for the necessity of two-way radios was one of keeping to a schedule in rural areas where the majority of students are bused.

Location of respondents does not seem to have any noticeable affect on whether or not all buses should be equipped with two-way radios.

The contractors were the only group that felt rather strongly that small sixteen passenger vans are unsafe for transporting students,



although a large percentage of all categories  
expressed uncertainty.





## A SUMMARY OF HOW RESPONDENTS FEEL ABOUT VEHICLE RELATED CONCERNS

[illegible]



## HOW RESPONDENTS FEEL ABOUT DRIVER RELATED PROBLEMS

Table 5 presents a summary of how respondents feel about driver related problems. There are five statements included in the table. Statements were selected on the basis of those that would best bring out the true feelings about driver related problems.

Statement #4 was "The selection of school bus drivers is not a problem." The results indicate that agreement and disagreement sentiment is evenly divided between transportation supervisors (50.0% agree and 40.0% disagree) and contractors (45.9% agree and 45.9% disagree). School administrators tend to disagree with the statement (55.2%) whereas others (school board members, clerks, drivers, etc.) tend to disagree in 34.8% of the cases. Since a very small percentage of all respondents were uncertain, position is not the only factor in determining whether or not the selection of school bus drivers is a problem.

The only pattern in the number of students transported category seems to indicate that a large percentage of all groups tend to disagree



with the statement. The group most opposed to the statement is the over 500 category which, because of numbers is to be expected. Again, a very small percentage of any group is undecided, with the over 500 group showing an uncertainty of 0%.

Central Montana records the highest percentage of disagreement with the statement that selection of drivers is not a problem (61.9%). Western and Eastern Montana are generally evenly divided between agreement and disagreement responses, Western 41.8% agree, 44.3% disagree and Eastern 47.2% agree and 45.4% disagree.

Statement #6, "Our district could benefit from help in training and supervising school bus drivers", shows a good percentage of all categories in agreement with the statement.

The two position groups most agreeable to a training and supervising program are school administrators (63.5%) and transportation supervisors (80%). It should be noted that these two groups are not as concerned with cost as are the two groups showing lesser agreement (Contractors (45.8%) and Others (43.5%)). The highest percentage of disagreement is found in the "others" category



(school board members, clerks, drivers, etc.) with a 47.8%. The same percentage of uncertainty was found in all categories but "others" where respondents either strongly agreed or disagreed with the statement.

When comparing the number of students transported category it shows the percentage of agreement with the statement increasing as the number of students transported increases. The highest percentage of disagreement is found from the 1-50 group of respondents. It can be noted that those districts transporting few students rarely see a need for any bus driver training program. Comments from respondents indicate that small districts operating two or less buses can see no need in a training or supervising program.

Eastern and Central Montana (65.4% and 63.1%) indicated a slightly higher percentage of agreement than did Western Montana (59.5%). The pattern statewide is just as even in disagreement and uncertainty.

Statement #10 was, "If salaries of school bus drivers were higher, we could find better drivers." There is general agreement that this is the case





with the exception of "others" (board members, clerks, drivers, etc.). This group indicated 47.8% disagreement compared to the three remaining categories in the 20% range. It should be noted that this group is predominantly small rural areas operating no more than two buses. Drivers in these areas are generally easier to obtain since many of the drivers are ranchers.

Those school districts responsible for transporting 1-50 students indicate the least percentage of agreement (33.4%). As noted previously, the small rural schools operating only one or two buses generally do not have problems in obtaining drivers. The highest percentage of agreement comes from those districts transporting over 500 students (58.4%) where the availability of part time help is not as great as rural areas.

The respondents in Eastern Montana show the least percentage of agreement to statement #10 (38.2%). Again, the greater number of rural respondents come from Eastern Montana. Agreement from Western and Central Montana is 48.1% and 47.6% respectively.

Statement #11. "Bus drivers in our district



should pass a driving test before they are hired." This statement shows the highest percentage of agreement by all respondents of any of the statements. The general pattern is almost unanimous agreement that a driver pass a test before being hired. The highest percentage of disagreement is recorded by "others" (school board members, clerks, drivers, etc.,) with 4.3%.

When reviewing the number of students transported, the 251-500 and over 500 groups both agreed 100% with the statement. The largest percentage of disagreement came from districts transporting 1-50 students (6.7%).

The feeling with regard to driving tests being required was higher in Western Montana (94.9%) than Central (86.9%) or Eastern (83.6%). Western Montana also showed the lowest percentage of disagreement (1.3%) and uncertainty (3.8%).

Responses to statement #16, "One of the school bus drivers biggest problems is discipline", revealed a high percentage of all categories agreeing with that statement. The range of agreement was from 67.7% (school administrators) to 90% (transportation supervisors). The two groups



being the closest to transportation problems, i.e., transportation supervisors (0%) and contractors (4.2%) were the least uncertain about the statement.

The highest percentage of agreement with the statement comes from those districts transporting over 250 students. It might be expected that the greater the number of students transported the greater the chance becomes for discipline problems to arise. Of the respondents that disagree with the statement, the group transporting between 51-100 show the highest percentage (35.1%) of disagreement. It appears that this group is generally representative of school administrators responding and therefore not as closely associated with problems as other respondents.

When classifying location it shows the largest percentage of agreement coming from Western Montana (75.9%). The respondents in Eastern Montana show the highest percentage of disagreement with the statement (21.8%).

In summary, it appears there is a greater concern for driver related problems than any



of the four areas discussed previously. Thoughts on selection and training of drivers are evenly divided.

District programs for training and supervising school bus drivers seem to be a vital concern of the larger urban areas, whereas the small rural area respondents do not see as much of a need.

Generally, most respondents feel that the better paid a driver is - the better a driver will perform. Again, larger districts are in greater agreement than the small rural areas.

Most respondents feel bus drivers should pass a test before being hired. There is more uncertainty among the smaller schools than with larger districts regarding testing before hiring.

Discipline is considered by most respondents to be one of the major problems faced by a bus driver.





TABLE 5

## A SUMMARY OF HOW RESPONDENTS FEEL ABOUT DRIVER RELATED PROBLEMS

1. Agreement 2. Disagreement 3. Uncertain	STATEMENT		POSITION				NUMBER OF STUDENTS TRANSPORTED					LOCATION		
			School Admin.	Transportation Supv.	Contractor	Others	1-50	51-100	101-250	251-500	Over 500	Western	Central	Eastern
	4. The selection of school bus drivers is <u>not</u> a problem.	1	36.0%	50%	45.9%	52.2%	46.7%	40.4%	36.7%	46.4%	29.2%	41.8%	32.2%	47.2%
		2	55.2%	40%	45.9%	34.8%	50.0%	47.3%	55.7%	32.1%	70.9%	44.3%	61.9%	45.4%
		3	8.1%	10%	8.3%	13.0%	3.3%	12.3%	7.6%	17.9%	0%	13.9%	6.0%	5.5%
	6. Our district could benefit from help in training and supervising school bus drivers.	1	63.5%	80%	45.8%	43.5%	50%	59.7%	63.3%	67.9%	75%	59.5%	63.1%	65.4%
		2	12.4%	0%	29.1%	47.8%	33.3%	17.5%	19.0%	10.7%	0%	16.4%	20.3%	14.5%
		3	20.4%	20%	20.8%	4.3%	13.3%	21.1%	16.5%	21.4%	25%	21.5%	15.5%	20.0%
	10. If salaries of school bus drivers were higher, we could find better drivers.	1	47.2%	70%	45.9%	21.7%	33.4%	40.3%	50.6%	42.9%	58.4%	48.1%	47.6%	38.2%
		2	21.1%	20%	29.1%	47.8%	36.6%	22.8%	22.8%	25.0%	20.9%	29.1%	20.3%	26.5%
		3	31.7%	10%	20.8%	26.1%	26.7%	35.1%	26.6%	32.1%	20.8%	22.8%	31.0%	34.5%
	11. Bus drivers in our district should pass a driving test before they are hired.	1	88.2%	100%	87.5%	91.3%	83.3%	84.2%	87.4%	100%	100%	94.9%	86.9%	83.6%
		2	1.8%	0%	4.2%	4.3%	6.7%	3.5%	1.3%	0%	0%	1.3%	3.6%	1.8%
		3	9.3%	0%	8.3%	4.3%	10. %	12.3%	10.1%	0%	0%	3.8%	9.5%	12.7%
	16. One of the school bus drivers biggest problems is discipline.	1	67.7%	90%	75%	78.3%	76.6%	54.4%	68.3%	89.3%	87.5%	75.9%	69.0%	65.5%
		2	21.2%	10%	20.9%	13.6%	13.3%	35.1%	17.7%	7.1%	12.5%	17.7%	20.2%	21.8%
		3	11.2%	0%	4.2%	8.7%	10.0%	10.5%	13.9%	3.6%	0%	6.3%	10.7%	12.7%



## SUMMARY

In general, the results show that needs do exist in pupil transportation within the State of Montana. The following is a list of those findings.

### A. LOCAL ADMINISTRATION CONCERNS:

- 1) The three mile limit is not practical.
- 2) Bus scheduling should be left to the local school districts.
- 3) Fees for busing causes hardships on many families.
- 4) Written policy should be developed for all pupil transportation programs.
- 5) Most people associated with pupil transportation are not familiar with the National Highway Safety Act Standard No. 17, and it is therefore probably not being implemented.

### B. STATE ADMINISTRATION CONCERNS:

- 1) Paper work from the State Superintendents Office is necessary.
- 2) The employment of a full-time state supervisor in the Superintendents Office seems important, but many respondents



are unsure of his role and function.

- 3) Most respondents are unsure of the role and function of the Governor's Highway Safety Representative.
- 4) The present system of financing pupil transportation is not equitable.

C. STUDENT RELATED CONCERNS:

- 1) Special education has created more problems for transportation personnel, particularly in Eastern Montana.
- 2) School administrators and transportation supervisors indicate there are special problems associated with transporting students for extra curricular activities, especially in the larger districts.

D. VEHICLE RELATED CONCERNS:

- 1) Inspection and maintenance should be a part of all transportation programs.
- 2) Driver error causes more accidents than equipment failure.
- 3) School administrators would like to see two-way radios in all buses, particularly in the rural areas.



- 4) Contractors believe the small sixteen passenger vans are unsafe, other groups are uncertain.

E. DRIVER RELATED CONCERNS:

- 1) There is a need for district programs for training and supervising school bus drivers.
- 2) The better paid a driver is the better his performance.
- 3) Drivers should be given a road test before they are hired.
- 4) Discipline is one of the major problems expressed by bus drivers.





## RECOMMENDATIONS

The findings cited in the previous section reveal priorities felt by respondents in each of the five areas studied. Recommendations which follow are based upon these priorities and will be listed separately by area. In some instances, priority statements are combined into one recommendation for simplicity.

It should be noted that a successful pupil transportation safety program depends upon a high quality of performance from state, county, and local personnel all working together. Attitudes need to be changed, training programs need to be developed and conducted at all levels, and a greater degree of management efficiency and concern must be achieved.

### LOCAL ADMINISTRATION CONCERNS

#### RECOMMENDATION 1

EACH SCHOOL DISTRICT IN THE STATE PROVIDING TRANSPORTATION SERVICES SHOULD OPERATE FROM WRITTEN POLICY.

This objective can be accomplished by a joint effort of the Office of Superintendent of



Public Instruction, Highway Safety Administrator, and local school districts. Alternatives which could be explored to achieve this recommendation are as follows:

1. Written proposal to proper Federal Agency to develop a model Pupil Transportation Operations Manual for Montana. Proposal should contain major areas of concern which would be incorporated in model.
2. State Agency responsible for Pupil Transportation Program could develop and distribute guidelines to local districts. These guidelines would be a skeleton model of what should be included in local written policy.
3. State could require all districts providing transportation services to submit annually a copy of the written transportation policy to the State before qualifying for transportation payments.



## RECOMMENDATION 2

PRESENT THREE MILE LIMIT IS NOT PRACTICAL  
AND SHOULD BE REDUCED.

Accomplishment of this objective is dependent upon changes being made in present State Statutes. Legislative alternatives which should be considered are:

1. Reduce limit to one mile for students in Grades 1-6 and continue present limit for students in Grades 7-12.
2. Legislation allowing on-schedule reimbursement for shuttle bus service within the three mile limit.
3. Allow on-schedule payment within the three mile limit if local districts determine that hazardous conditions exist.
4. Reschedule classes to utilize equipment more effectively. Students from greater distances would begin classes later. Split shift would require fewer bus stops and less riding time per student.



## STATE ADMINISTRATION CONCERNS

### RECOMMENDATION 1

STATE EDUCATIONAL AGENCY SHOULD INCREASE  
TRANSPORTATION SERVICES TO LOCAL DISTRICTS.

At a minimum, this would include working with school districts to possibly lessen the amount of paper work required, provide field services to local districts, and aid school personnel in the understanding of the present system of financing pupil transportation in Montana. Alternatives which could be explored to achieve this recommendation are:

1. Employment of a full-time Pupil Transportation Supervisor within the Office of Superintendent of Public Instruction. Responsibilities should include dissemination of pertinent pupil transportation information such as accident data, driver training methods, bus rider education, etc. The State Educational Agency should provide leadership in the development of a comprehensive state-wide program, encourage institutions of higher learning to provide courses in school transportation and





develop and sponsor institutes and workshops for local school personnel.

2. State Educational Agency should review present requirements with local officials responsible for submitting them to State office. A committee could be selected to recommend changes to streamline the present reporting system. Representatives should include administrators, transportation supervisors, contractors, and other officials responsible for the daily operation of programs.

#### RECOMMENDATION 2

LOCAL EDUCATIONAL AGENCIES SHOULD BE MADE AWARE OF THE ROLE OF THE HIGHWAY SAFETY ADMINISTRATOR IN PUPIL TRANSPORTATION.

Alternatives which could be explored to meet this objective are:

1. Conduct regional safety meetings with school transportation personnel, including administrators, transportation supervisors, contractors, drivers, etc., and explain the services available from the Highway Safety Administrator's Office.



2. Collect and disseminate accident statistic information - probable causes and possible solutions via a newsletter.
3. Conduct clinics at regular intervals for transportation personnel.
4. Participate in the production of a locally produced training film for Montana bus drivers. Film contents would include maintenance and inspection procedures, safety priorities, scheduling, etc.

#### STUDENT RELATED CONCERNS

##### RECOMMENDATION 1

WRITTEN POLICY GOVERNING YOUTH MOVEMENT FOR EXTRA-CURRICULAR ACTIVITIES SHOULD BE ADOPTED.

This objective can be met by including a section in the model handbook on school activity trips. Regular bus rules and regulations should apply to extra-curricular trips. Special areas which should be covered in the written policy are:

1. Qualifications of driver, limitations covering driver hours on duty.
2. Financial Responsibility.
3. Pre-trip planning activities which are



to be conducted prior to departure.

4. Chaperone duties.
5. Educational program for student passengers.
6. Bus capacity limitations.

#### VEHICLE RELATED CONCERNS

##### RECOMMENDATION 1

ALL DISTRICTS SHOULD PROVIDE INSPECTION AND MAINTENANCE CHECKS AT REGULAR INTERVALS.

Local Educational Agencies could meet this objective in several ways. Consideration should be given to:

1. Providing adequate garage facilities for regular inspections.
2. Employing or designating a supervisor to oversee regular checks.
3. Conducting on-going maintenance and service instruction.
4. Semi-annual inspection by outside agency.
5. Keeping maintenance and inspection log on each vehicle.
6. Requiring maintenance personnel to attend training institutes.



## RECOMMENDATION 2

BUSES SERVING REMOTE RURAL AREAS SHOULD BE EQUIPPED WITH TWO-WAY RADIOS.

Implementation of this recommendation is dependent upon the ability of local education agencies to purchase such equipment. Various methods which may be explored are:

1. Local acquisition with charges being made to the Transportation Fund.
2. Requirement by local district in future bus purchases to include two-way radios in the specifications.
3. A cooperative project by various schools within a county. Requests could be made to the Highway Safety Administrator for advice on what procedure to follow in making application.
4. Fund drive could be organized during safety week by student organizations.

## DRIVER RELATED PROBLEMS

### RECOMMENDATION 1

GUIDELINES SHOULD BE MADE AVAILABLE TO LOCAL EDUCATION AGENCIES TO AID IN THE SELECTION INSTRUCTION AND SUPERVISION OF SCHOOL BUS DRIVERS.

As a minimum, Standard 17 should be implemented





on the state and local levels. A State plan should be developed which does not conflict with Federal Guidelines regarding the selection, training, and supervision of school bus drivers. Alternatives to explore to assure achievement of this objective are:

1. Review or research recently completed on the National level dealing with the selection and training of school bus drivers. (See NHTSA Contract FH-11-7339)
- X 2. State Educational Agency secure and distribute training guidelines to all local educational agencies.
3. Development of a State training package. Local, State, and Federal representatives could contribute ideas which would be suited to a Montana Training Program.
4. State Educational Agency should consider requiring transportation personnel to attend safety workshops annually.
5. Local areas could call upon outside consultants to conduct in-service workshops periodically.



## RECOMMENDATION 2

A BUS DRIVER AND RIDER PROGRAM BE INAUGURATED AT THE LOCAL LEVEL TO HELP ALLEVIATE DISCIPLINE PROBLEMS ON BUSES.

To achieve this objective, a cooperative effort is necessary between driver and passengers. Discipline problems can be kept to a minimum if the school provides instruction in pedestrian and passenger safety. Ideas to consider in maintaining behavior are:

1. Program of instruction for all bus passengers. Units of instruction should be developed cooperatively by school administrators, transportation supervisors, specialists, teachers, parents and students.
2. Concepts associated with safety for passengers should be recommended by the driver and communicated effectively to school administrators, parents, and student passengers.
3. The State Educational Agency could assist local districts on curriculum development in School Bus Safety.
4. Bus rider safety patrols may improve student management.



5. Procedures to be followed by students riding buses should be effectively communicated and enforced by local districts.



## GUIDE TO READING APPENDICES A - C

In order to facilitate interpretation of the tables in Appendices A - C, the following explanation is given:

The first table in Appendix A is crossbroken by position represented (Rows 1-4) and degree of agreement to each question (Columns 1-6). The rows in Appendix A represent: 1) School Administrators, 2) Transportation Supervisors, 3) Contractors and 4) Others. The columns represent the six possible opinions to each statement: 1) Strongly agree, 2) Agree, 3) Uncertain, 4) Disagree, 5) Strongly disagree and 6) No response.

Statement #1 is "The three mile limit is not practical and should be reduced." In all cases, the row descriptions are given at the beginning of each appendix and the columns are always in the six possible responses to each question.

For each possible combination of responses, the following information is given:

### TABLE 1

Total column frequencies in Table 1 represent the total number of people giving the same response.





For example, seventy-two persons gave a strongly agree response to the statement "The three mile limit is not practical and should be reduced." The lower right hand corner of Table 1 gives the total number of people responding. For example, 218 people responded to the Pupil Transportation Survey. Numbers at far right indicate the number of responses by category. Of the total number responding, 161 were school administrators, 10 transportation supervisors, 24 contractors and 23 others. Totals by columns indicate the degree of agreement as previously stated.

#### TABLE 2

Total column frequencies in Table 2 represent the percentage of the total number responding to the statements. For example, 33% of those responding strongly agreed with statement #1. Table 2 also lists the percentage of respondents responding to each of the six categories. For example, of the 161 school administrators responding, 10.6 percent answered "uncertain" to statement #1.

Table 3 lists the percentage of respondents within each category as to agreement or disagreement. For example, of all the respondents who



"strongly agreed" with statement #1, 72.2 percent were school administrators. The percentage totals listed in the far right column are the percentage of respondents in each group. For example, 73.9 percent of the respondents were school administrators.

Table 4 is a summary of the percentage of the total number of respondents for the entire survey. For example, 23.9 percent represents the percentage those school administrators who "strongly agreed" are of the total number of people responding.



## APPENDIX A

### ROWS REPRESENT - POSITION

- 1 = School Administrators
- 2 = Transportation Supervisors
- 3 = Contractors
- 4 = Others

### COLUMNS REPRESENT - DEGREE OF AGREEMENT

- 1 = Strongly Agree
- 2 = Agree
- 3 = Uncertain
- 4 = Disagree
- 5 = Strongly Disagree
- 6 = No Response



1. The three mile limit is not practical and should be reduced.

VARIABLE 1--		POSITION				BY VARIABLE 4--		QUESTION 01	
CARD 01	COLUMN 01	Strongly Agree	Agree	Un-certain	Dis-agree	Strongly Disagree	No Response	CARD 01	COLUMN 04
		1	2	3	4	5	6		
Admin.	1	52	53	17	20	16	3	160	Table 1
T. Supv.	2	4	5	0	1	0	0	10	
Cont.	3	9	8	2	3	2	0	24	
Others	4	7	7	4	3	2	0	23	
TOTAL		72	73	23	27	20	3	219	

	1	2	3	4	5	6		
1	32.3	32.9	10.6	12.4	9.9	1.9	100.0	Table 2
2	40.0	50.0	0.0	10.0	0.0	0.0	100.0	
3	37.5	33.3	8.3	12.5	8.3	0.0	100.0	
4	30.4	30.4	17.4	13.0	8.7	0.0	100.0	
TOTAL	33.0	33.5	10.6	12.4	9.2	1.4	100.0	

	1	2	3	4	5	6		
1	72.2	72.6	73.9	74.1	80.0	100.0	73.9	Table 3
2	5.6	6.8	0.0	3.7	0.0	0.0	4.6	
3	12.5	11.0	8.7	11.1	10.0	0.0	11.0	
4	9.7	9.6	17.4	11.1	10.0	0.0	10.6	
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

	1	2	3	4	5	6		
1	23.9	24.3	7.8	9.2	7.3	1.4	73.9	Table 4
2	1.8	2.3	0.0	0.5	0.0	0.0	4.6	
3	4.1	3.7	0.9	1.4	0.9	0.0	11.0	
4	3.2	3.2	1.8	1.4	0.9	0.0	10.6	
TOTAL	33.0	33.5	10.6	12.4	9.2	1.4	100.0	





2. The growth in special education enrollment has created  
new problems in pupil transportation.

VARIABLE 1-- POSITION BY VARIABLE 5-- QUESTION 04  
 CARD 01 COLUMN 01 CARD 01 COLUMN 05

	1	2	3	4	5	6	
1	19	44	43	37	13	5	161
2	2	4	3	1	0	0	10
3	4	3	9	3	2	3	24
4	3	5	5	6	4	0	23
TOTAL	28	56	60	47	19	8	218

	1	2	3	4	5	6	
1	11.8	27.3	26.7	23.0	8.1	3.1	100.0
2	20.0	40.0	30.0	10.0	0.0	0.0	100.0
3	16.7	12.5	37.5	12.5	8.3	12.5	100.0
4	13.0	21.7	21.7	26.1	17.4	0.0	100.0
TOTAL	12.8	25.7	27.5	21.6	8.7	3.7	100.0

	1	2	3	4	5	6	
1	67.9	78.6	71.7	78.7	68.4	62.5	73.9
2	7.1	7.1	5.0	2.1	0.0	0.0	4.6
3	14.3	5.4	15.0	6.4	10.5	37.5	11.0
4	10.7	8.9	8.3	12.8	21.1	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	8.7	20.2	19.7	17.0	6.0	2.3	73.9
2	0.9	1.8	1.4	0.5	0.0	0.0	4.6
3	1.8	1.4	4.1	1.4	0.9	1.4	11.0
4	1.4	2.3	2.3	2.8	1.8	0.0	10.6
TOTAL	12.8	25.7	27.5	21.6	8.7	3.7	100.0



3. Youth movement for extra curricular activities causes few problems in our district.

VARIABLE 1--  
CARD 01 COLUMN 01

POSITION

BY VARIABLE 6--  
CARD 01 COLUMN 06

QUESTION 03

	1	2	3	4	5	6	
1	14	47	5	57	35	3	161
2	0	4	1	2	2	1	10
3	6	12	3	1	2	0	24
4	7	9	2	4	1	0	23
TOTAL	27	72	11	64	40	4	218

	1	2	3	4	5	6	
1	8.7	29.2	3.1	35.4	21.7	1.9	100.0
2	0.0	40.0	10.0	20.0	20.0	10.0	100.0
3	25.0	50.0	12.5	4.2	8.3	0.0	100.0
4	30.4	39.1	8.7	17.4	4.3	0.0	100.0
TOTAL	12.4	33.0	5.0	29.4	18.3	1.8	100.0

	1	2	3	4	5	6	
1	51.9	65.3	45.5	89.1	87.5	75.0	73.9
2	0.0	5.6	9.1	3.1	5.0	25.0	4.6
3	22.2	16.7	27.3	1.6	5.0	0.0	11.0
4	25.9	12.5	18.2	6.3	2.5	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	6.4	21.6	2.3	26.1	16.1	1.4	73.9
2	0.0	1.8	0.5	0.9	0.9	0.5	4.6
3	2.8	5.5	1.4	0.5	0.9	0.0	11.0
4	3.2	4.1	0.9	1.8	0.5	0.0	10.6
TOTAL	12.4	33.0	5.0	29.4	18.3	1.8	100.0



4. Selection of school bus drivers is not a problem.

VARIABLE	1--	POSITION	BY	VARIABLE	7--	QUESTION 04
CARD 01	COLUMN 01			CARD 01	COLUMN 07	

	1	2	3	4	5	6	
1	9	49	13	59	30	1	161
2	0	5	1	1	3	0	10
3	4	7	2	10	1	0	24
4	2	10	3	6	2	0	23
TOTAL	15	71	19	76	36	1	218

	1	2	3	4	5	6	
1	5.6	30.4	8.1	36.6	18.6	0.6	100.0
2	0.0	50.0	10.0	10.0	30.0	0.0	100.0
3	16.7	29.2	8.3	41.7	4.2	0.0	100.0
4	8.7	43.5	13.0	26.1	8.7	0.0	100.0
TOTAL	6.9	32.6	8.7	34.9	16.5	0.5	100.0

	1	2	3	4	5	6	
1	60.0	69.0	68.4	77.6	83.3	100.0	73.9
2	0.0	7.0	5.3	1.3	8.3	0.0	4.6
3	26.7	9.9	10.5	13.2	2.8	0.0	11.0
4	13.3	14.1	15.8	7.9	5.6	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	4.1	22.5	6.0	27.1	13.8	0.5	73.9
2	0.0	2.3	0.5	0.5	1.4	0.0	4.6
3	1.8	3.2	0.9	4.6	0.5	0.0	11.0
4	0.9	4.6	1.4	2.8	0.9	0.0	10.6
TOTAL	6.9	32.6	8.7	34.9	16.5	0.5	100.0



5. Our district should provide inspection and maintenance checks  
at regular intervals.

VARIABLE 1--  
CARD 01 COLUMN 01

POSITION

BY VARIABLE 8--  
CARD 01 COLUMN 08

QUESTION 05

	1	2	3	4	5	6	
1	65	64	18	8	5	1	161
2	2	4	3	1	0	0	10
3	4	10	4	5	1	0	24
4	5	12	2	3	1	0	23
TOTAL	76	90	27	17	7	1	218

	1	2	3	4	5	6	
1	40.4	39.8	11.2	5.0	3.1	0.6	100.0
2	20.0	40.0	30.0	10.0	0.0	0.0	100.0
3	16.7	41.7	16.7	20.8	4.2	0.0	100.0
4	21.7	52.2	8.7	13.0	4.3	0.0	100.0
TOTAL	34.9	41.3	12.4	7.8	3.2	0.5	100.0

	1	2	3	4	5	6	
1	85.5	71.1	66.7	47.1	71.4	100.0	73.9
2	2.6	4.4	11.1	5.9	0.0	0.0	4.6
3	5.3	11.1	14.8	29.4	14.3	0.0	11.0
4	6.6	13.3	7.4	17.6	14.3	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	29.8	29.4	8.3	3.7	2.3	0.5	73.9
2	0.9	1.8	1.4	0.5	0.0	0.0	4.6
3	1.8	4.6	1.8	2.3	0.5	0.0	11.0
4	2.3	5.5	0.9	1.4	0.5	0.0	10.6
TOTAL	34.9	41.3	12.4	7.8	3.2	0.5	100.0





6. Our district could benefit from help in training and supervising school bus drivers.

VARIABLE 1-- POSITION BY VARIABLE 9-- QUESTION 06  
CARD 01 COLUMN 01 CARD 01 COLUMN 09

	1	2	3	4	5	6	
1	45	62	33	18	2	1	161
2	2	6	2	0	0	0	10
3	3	8	5	5	2	1	24
4	2	8	1	9	2	1	23
TOTAL	52	84	41	32	6	3	218

	1	2	3	4	5	6	
1	28.0	38.5	20.5	11.2	1.2	0.6	100.0
2	20.0	60.0	20.0	0.0	0.0	0.0	100.0
3	12.5	33.3	20.8	20.8	8.3	4.2	100.0
4	8.7	34.8	4.3	39.1	8.7	4.3	100.0
TOTAL	23.9	38.5	18.8	14.7	2.8	1.4	100.0

	1	2	3	4	5	6	
1	86.5	73.8	80.5	56.3	33.3	33.3	73.9
2	3.8	7.1	4.9	0.0	0.0	0.0	4.6
3	5.8	9.5	12.2	15.6	33.3	33.3	11.0
4	3.8	9.5	2.4	28.1	33.3	33.3	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	20.6	28.4	15.1	8.3	0.9	0.5	73.9
2	0.9	2.8	0.9	0.0	0.0	0.0	4.6
3	1.4	3.7	2.3	2.3	0.9	0.5	11.0
4	0.9	3.7	0.5	4.1	0.9	0.5	10.6
TOTAL	23.9	38.5	18.8	14.7	2.8	1.4	100.0



7. Our district would benefit from some assistance in scheduling school buses.

VARIABLE 1-- POSITION BY VARIABLE 10-- QUESTION 07  
CARD 01 COLUMN 01 CARD 01 COLUMN 10

	1	2	3	4	5	6	
1	6	27	43	55	30	0	161
2	0	0	1	8	0	1	10
3	0	4	3	13	4	0	24
4	3	2	1	13	3	1	23
TOTAL	9	33	48	89	37	2	218

	1	2	3	4	5	6	
1	3.7	16.8	26.7	34.2	18.6	0.0	100.0
2	0.0	0.0	10.0	80.0	0.0	10.0	100.0
3	0.0	16.7	12.5	54.2	16.7	0.0	100.0
4	13.0	8.7	4.3	56.5	13.0	4.3	100.0
TOTAL	4.1	15.1	22.0	40.8	17.0	0.9	100.0

	1	2	3	4	5	6	
1	66.7	81.8	89.6	61.8	81.1	0.0	73.9
2	0.0	0.0	2.1	9.0	0.0	50.0	4.6
3	0.0	12.1	6.3	14.6	10.8	0.0	11.0
4	33.3	6.1	2.1	14.6	8.1	50.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	2.8	12.4	19.7	25.2	13.8	0.0	73.9
2	0.0	0.0	0.5	3.7	0.0	0.5	4.6
3	0.0	1.8	1.4	6.0	1.8	0.0	11.0
4	1.4	0.9	0.5	6.0	1.4	0.5	10.6
TOTAL	4.1	15.1	22.0	40.8	17.0	0.9	100.0



8. Charging a fee for pupils living under the 3 mile limit causes a hardship.

VARIABLE 1-- POSITION BY VARIABLE 11-- QUESTION 08  
CARD 01 COLUMN 01 CARD 01 COLUMN 11

	1	2	3	4	5	6	
1	42	54	34	13	12	6	161
2	1	4	2	2	1	0	10
3	9	6	6	1	1	1	24
4	7	4	6	4	1	1	23
TOTAL	59	68	48	20	15	8	218

	1	2	3	4	5	6	
1	26.1	33.5	21.1	8.1	7.5	3.7	100.0
2	10.0	40.0	20.0	20.0	10.0	0.0	100.0
3	37.5	25.0	25.0	4.2	4.2	4.2	100.0
4	30.4	17.4	26.1	17.4	4.3	4.3	100.0
TOTAL	27.1	31.2	22.0	9.2	6.9	3.7	100.0

	1	2	3	4	5	6	
1	71.2	79.4	70.8	65.0	80.0	75.0	73.9
2	1.7	5.9	4.2	10.0	6.7	0.0	4.6
3	15.3	8.8	12.5	5.0	6.7	12.5	11.0
4	11.9	5.9	12.5	20.0	6.7	12.5	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	19.3	24.8	15.6	6.0	5.5	2.8	73.9
2	0.5	1.8	0.9	0.9	0.5	0.0	4.6
3	4.1	2.8	2.8	0.5	0.5	0.5	11.0
4	3.2	1.8	2.8	1.8	0.5	0.5	10.6
TOTAL	27.1	31.2	22.0	9.2	6.9	3.7	100.0



9. Each district should operate from written policy.

VARIABLE 1-- CARD 01 COLUMN 01		POSITION				BY VARIABLE 12-- CARD 01 COLUMN 12		QUESTION 04
	1	2	3	4	5	6		
1	82	60	14	3	2	0	161	
2	6	3	0	0	0	1	10	
3	10	10	2	2	0	0	24	
4	6	13	3	1	0	0	23	
TOTAL	104	86	19	6	2	1	218	
	1	2	3	4	5	6		
1	50.9	37.3	8.7	1.9	1.2	0.0	100.0	
2	60.0	30.0	0.0	0.0	0.0	10.0	100.0	
3	41.7	41.7	8.3	8.3	0.0	0.0	100.0	
4	26.1	56.5	13.0	4.3	0.0	0.0	100.0	
TOTAL	47.7	39.4	8.7	2.8	0.9	0.5	100.0	
	1	2	3	4	5	6		
1	78.8	69.8	73.7	50.0	100.0	0.0	73.9	
2	5.8	3.5	0.0	0.0	0.0	100.0	4.6	
3	9.6	11.6	10.5	33.3	0.0	0.0	11.0	
4	5.8	15.1	15.8	16.7	0.0	0.0	10.6	
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	
	1	2	3	4	5	6		
1	37.6	27.5	6.4	1.4	0.9	0.0	73.9	
2	2.8	1.4	0.0	0.0	0.0	0.5	4.6	
3	4.6	4.6	0.9	0.9	0.0	0.0	11.0	
4	2.8	6.0	1.4	0.5	0.0	0.0	10.6	
TOTAL	47.7	39.4	8.7	2.8	0.9	0.5	100.0	





10. If salaries of school bus drivers were higher, we could find better drivers.

VARIABLE 1-- POSITION BY VARIABLE 13-- QUESTION 10  
CARD 01 COLUMN 01 CARD 01 COLUMN 13

	1	2	3	4	5	6	
1	30	46	51	24	10	0	161
2	3	4	1	2	0	0	10
3	7	4	5	5	2	1	24
4	1	4	6	8	3	1	23
TOTAL	41	58	63	39	15	2	218

	1	2	3	4	5	6	
1	18.6	28.6	31.7	14.9	6.2	0.0	100.0
2	30.0	40.0	10.0	20.0	0.0	0.0	100.0
3	29.2	16.7	20.8	20.8	8.3	4.2	100.0
4	4.3	17.4	26.1	34.8	13.0	4.3	100.0
TOTAL	18.8	26.6	28.9	17.9	6.9	0.9	100.0

	1	2	3	4	5	6	
1	73.2	79.3	81.0	61.5	66.7	0.0	73.9
2	7.3	6.9	1.6	5.1	0.0	0.0	4.6
3	17.1	6.9	7.9	12.8	13.3	50.0	11.0
4	2.4	6.9	9.5	20.5	20.0	50.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	13.8	21.1	23.4	11.0	4.6	0.0	73.9
2	1.4	1.8	0.5	0.9	0.0	0.0	4.6
3	3.2	1.8	2.3	2.3	0.9	0.5	11.0
4	0.5	1.8	2.8	3.7	1.4	0.5	10.6
TOTAL	18.8	26.6	28.9	17.9	6.9	0.9	100.0



11. Bus drivers in our district should pass a driving test before they are hired.

VARIABLE 1-- POSITION BY VARIABLE 14-- QUESTION 11,  
CARD 01 COLUMN 01 CARD 01 COLUMN 14

	1	2	3	4	5	6	
1	75	67	15	2	1	1	161
2	4	6	0	0	0	0	10
3	9	12	2	0	1	0	24
4	12	9	1	1	0	0	23
TOTAL	100	94	18	3	2	1	218

	1	2	3	4	5	6	
1	46.6	41.6	9.3	1.2	0.6	0.6	100.0
2	40.0	60.0	0.0	0.0	0.0	0.0	100.0
3	37.5	50.0	8.3	0.0	4.2	0.0	100.0
4	52.2	39.1	4.3	4.3	0.0	0.0	100.0
TOTAL	45.9	43.1	8.3	1.4	0.9	0.5	100.0

	1	2	3	4	5	6	
1	75.0	71.3	83.3	66.7	50.0	100.0	73.9
2	4.0	6.4	0.0	0.0	0.0	0.0	4.6
3	9.0	12.8	11.1	0.0	50.0	0.0	11.0
4	12.0	9.6	5.6	33.3	0.0	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	34.4	30.7	6.9	0.9	0.5	0.5	73.9
2	1.8	2.8	0.0	0.0	0.0	0.0	4.6
3	4.1	5.5	0.9	0.0	0.5	0.0	11.0
4	5.5	4.1	0.5	0.5	0.0	0.0	10.6
TOTAL	45.9	43.1	8.3	1.4	0.9	0.5	100.0



12. Equipment failure causes more accidents than driver error.

VARIABLE	1--	POSITION	BY	VARIABLE	15--	QUESTION 12
CARD 01	COLUMN 01			CARD 01	COLUMN 15	

	1	2	3	4	5	
1	7	16	70	43	25	161
2	0	3	2	4	1	10
3	2	4	6	7	5	24
4	0	6	10	5	2	23
TOTAL	9	29	88	59	33	218

	1	2	3	4	5	
1	4.3	9.9	43.5	26.7	15.5	100.0
2	0.0	30.0	20.0	40.0	10.0	100.0
3	8.3	16.7	25.0	29.2	20.8	100.0
4	0.0	26.1	43.5	21.7	8.7	100.0
TOTAL	4.1	13.3	40.4	27.1	15.1	100.0

	1	2	3	4	5	
1	77.8	55.2	79.5	72.9	75.8	73.9
2	0.0	10.3	2.3	6.8	3.0	4.6
3	22.2	13.8	6.8	11.9	15.2	11.0
4	0.0	20.7	11.4	8.5	6.1	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	
1	3.2	7.3	32.1	19.7	11.5	73.9
2	0.0	1.4	0.9	1.8	0.5	4.6
3	0.9	1.8	2.8	3.2	2.3	11.0
4	0.0	2.8	4.6	2.3	0.9	10.6
TOTAL	4.1	13.3	40.4	27.1	15.1	100.0



13. All buses should be equipped with two-way radios.

VARIABLE 1-- POSITION BY VARIABLE 16-- QUESTION 13  
CARD 01 COLUMN 01 CARD 01 COLUMN 16

	1	2	3	4	5	6	
1	38	54	29	31	8	1	161
2	3	3	3	1	0	0	10
3	4	6	2	8	4	0	24
4	1	6	2	9	5	0	23
TOTAL	46	69	36	49	17	1	218

	1	2	3	4	5	6	
1	23.6	33.5	18.0	19.3	5.0	0.6	100.0
2	30.0	30.0	30.0	10.0	0.0	0.0	100.0
3	16.7	25.0	8.3	33.3	16.7	0.0	100.0
4	4.3	26.1	8.7	39.1	21.7	0.0	100.0
TOTAL	21.1	31.7	16.5	22.5	7.8	0.5	100.0

	1	2	3	4	5	6	
1	82.6	78.3	80.6	63.3	47.1	100.0	73.9
2	6.5	4.3	8.3	2.0	0.0	0.0	4.6
3	8.7	8.7	5.6	16.3	23.5	0.0	11.0
4	2.2	8.7	5.6	18.4	29.4	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	17.4	24.8	13.3	14.2	3.7	0.5	73.9
2	1.4	1.4	1.4	0.5	0.0	0.0	4.6
3	1.8	2.8	0.9	3.7	1.8	0.0	11.0
4	0.5	2.8	0.9	4.1	2.3	0.0	10.6
TOTAL	21.1	31.7	16.5	22.5	7.8	0.5	100.0





14. The amount of paper work required by the State Superintendent's Office could be lessened.

VARIABLE 1-- POSITION BY VARIABLE 17-- QUESTION 14  
CARD 01 COLUMN 01 CARD 01 COLUMN 17

	1	2	3	4	5	6	
1	41	54	51	14	1	0	161
2	1	2	6	0	0	1	10
3	4	8	10	1	1	0	24
4	7	6	5	3	2	0	23
TOTAL	53	70	72	18	4	1	218

	1	2	3	4	5	6	
1	25.5	33.5	31.7	8.7	0.6	0.0	100.0
2	10.0	20.0	60.0	0.0	0.0	10.0	100.0
3	16.7	33.3	41.7	4.2	4.2	0.0	100.0
4	30.4	26.1	21.7	13.0	8.7	0.0	100.0
TOTAL	24.3	32.1	33.0	8.3	1.8	0.5	100.0

	1	2	3	4	5	6	
1	77.4	77.1	70.8	77.8	25.0	0.0	73.9
2	1.9	2.9	8.3	0.0	0.0	100.0	4.6
3	7.5	11.4	13.9	5.6	25.0	0.0	11.0
4	13.2	8.6	6.9	16.7	50.0	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	18.8	24.8	23.4	6.4	0.5	0.0	73.9
2	0.5	0.9	2.8	0.0	0.0	0.5	4.6
3	1.8	3.7	4.6	0.5	0.5	0.0	11.0
4	3.2	2.8	2.3	1.4	0.9	0.0	10.6
TOTAL	24.3	32.1	33.0	8.3	1.8	0.5	100.0



15. The method of filing accident reports needs improvement.VARIABLE 1--  
CARD 01 COLUMN 01

POSITION

BY VARIABLE 18--  
CARD 01 COLUMN 18

QUESTION 15,

	1	2	3	4	5	6	
1	7	48	98	8	0	0	161
2	1	4	4	0	0	1	10
3	6	6	11	0	1	0	24
4	2	4	17	0	0	0	23
TOTAL	16	62	130	8	1	1	218

	1	2	3	4	5	6	
1	4.3	29.8	60.9	5.0	0.0	0.0	100.0
2	10.0	40.0	40.0	0.0	0.0	10.0	100.0
3	25.0	25.0	45.8	0.0	4.2	0.0	100.0
4	8.7	17.4	73.9	0.0	0.0	0.0	100.0
TOTAL	7.3	28.4	59.6	3.7	0.5	0.5	100.0

	1	2	3	4	5	6	
1	43.8	77.4	75.4	100.0	0.0	0.0	73.9
2	6.3	6.5	3.1	0.0	0.0	100.0	4.6
3	37.5	9.7	8.5	0.0	100.0	0.0	11.0
4	12.5	6.5	13.1	0.0	0.0	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	3.2	22.0	45.0	3.7	0.0	0.0	73.9
2	0.5	1.8	1.8	0.0	0.0	0.5	4.6
3	2.8	2.8	5.0	0.0	0.5	0.0	11.0
4	0.9	1.8	7.8	0.0	0.0	0.0	10.6
TOTAL	7.3	28.4	59.6	3.7	0.5	0.5	100.0



16. One of the school bus drivers biggest problems is discipline.

VARIABLE 1--	POSITION	BY	VARIABLE 19--	QUESTION 16
CARD 01 COLUMN 01			CARD 01 COLUMN 19	

	1	2	3	4	5	
1	36	73	18	31	3	161
2	2	7	0	1	0	10
3	11	7	1	4	1	24
4	8	10	2	3	0	23
TOTAL	57	97	21	39	4	218

	1	2	3	4	5	
1	22.4	45.3	11.2	19.3	1.9	100.0
2	20.0	70.0	0.0	10.0	0.0	100.0
3	45.8	29.2	4.2	16.7	4.2	100.0
4	34.8	43.5	8.7	13.0	0.0	100.0
TOTAL	26.1	44.5	9.6	17.9	1.8	100.0

	1	2	3	4	5	
1	63.2	75.3	85.7	79.5	75.0	73.9
2	3.5	7.2	0.0	2.6	0.0	4.6
3	19.3	7.2	4.8	10.3	25.0	11.0
4	14.0	10.3	9.5	7.7	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	
1	16.5	33.5	8.3	14.2	1.4	73.9
2	0.9	3.2	0.0	0.5	0.0	4.6
3	5.0	3.2	0.5	1.8	0.5	11.0
4	3.7	4.6	0.9	1.4	0.0	10.6
TOTAL	26.1	44.5	9.6	17.9	1.8	100.0



17. The National Highway Safety Act Standard No. 17 is now being implemented in our district.

VARIABLE 1-- POSITION BY VARIABLE 20-- QUESTION 17  
CARD 01 COLUMN 01 CARD 01 COLUMN 20

	1	2	3	4	5	6	
1	9	54	74	7	4	13	161
2	1	5	2	0	0	2	10
3	1	4	12	2	2	3	24
4	2	4	13	1	0	3	23
TOTAL	13	67	101	10	6	21	218

	1	2	3	4	5	6	
1	5.6	33.5	46.0	4.3	2.5	8.1	100.0
2	10.0	50.0	20.0	0.0	0.0	20.0	100.0
3	4.2	16.7	50.0	8.3	8.3	12.5	100.0
4	8.7	17.4	56.5	4.3	0.0	13.0	100.0
TOTAL	6.0	30.7	46.3	4.6	2.8	9.6	100.0

	1	2	3	4	5	6	
1	69.2	80.6	73.3	70.0	66.7	61.9	73.9
2	7.7	7.5	2.0	0.0	0.0	9.5	4.6
3	7.7	6.0	11.9	20.0	33.3	14.3	11.0
4	15.4	6.0	12.9	10.0	0.0	14.3	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	4.1	24.8	33.9	3.2	1.8	6.0	73.9
2	0.5	2.3	0.9	0.0	0.0	0.9	4.6
3	0.5	1.8	5.5	0.9	0.9	1.4	11.0
4	0.9	1.8	6.0	0.5	0.0	1.4	10.6
TOTAL	6.0	30.7	46.3	4.6	2.8	9.6	100.0





18. The small sixteen passenger commercial vans are unsafe for transporting students.

VARIABLE 1-- POSITION BY VARIABLE 21-- QUESTION 18  
CARD 01 COLUMN 01 CARD 01 COLUMN 21

	1	2	3	4	5	6	
1	4	12	77	49	17	2	161
2	1	1	4	3	1	0	10
3	6	5	7	2	4	0	24
4	2	3	8	6	4	0	23
TOTAL	13	21	96	60	26	2	218

	1	2	3	4	5	6	
1	2.5	7.5	47.8	30.4	10.6	1.2	100.0
2	10.0	10.0	40.0	30.0	10.0	0.0	100.0
3	25.0	20.8	29.2	8.3	16.7	0.0	100.0
4	8.7	13.0	34.8	26.1	17.4	0.0	100.0
TOTAL	6.0	9.6	44.0	27.5	11.9	0.9	100.0

	1	2	3	4	5	6	
1	30.8	57.1	80.2	81.7	65.4	100.0	73.9
2	7.7	4.8	4.2	5.0	3.8	0.0	4.6
3	46.2	23.8	7.3	3.3	15.4	0.0	11.0
4	15.4	14.3	8.3	10.0	15.4	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	1.8	5.5	35.3	22.5	7.3	0.9	73.9
2	0.5	0.5	1.8	1.4	0.5	0.0	4.6
3	2.8	2.3	3.2	0.9	1.8	0.0	11.0
4	0.9	1.4	3.7	2.8	1.8	0.0	10.6
TOTAL	6.0	9.6	44.0	27.5	11.9	0.9	100.0



19. The Office of the State Superintendent should employ a full-time  
State Supervisor in the area of Pupil Transportation.

VARIABLE 1-- POSITION BY VARIABLE 22-- QUESTION 19,  
 CARD 01 COLUMN 01 CARD 01 COLUMN 22

	1	2	3	4	5	6	
1	28	42	47	30	13	1	161
2	2	3	4	1	0	0	10
3	5	9	2	4	4	0	24
4	3	3	4	8	5	0	23
TOTAL	38	57	57	43	22	1	218

	1	2	3	4	5	6	
1	17.4	26.1	29.2	18.6	8.1	0.6	100.0
2	20.0	30.0	40.0	10.0	0.0	0.0	100.0
3	20.8	37.5	8.3	16.7	16.7	0.0	100.0
4	13.0	13.0	17.4	34.8	21.7	0.0	100.0
TOTAL	17.4	26.1	26.1	19.7	10.1	0.5	100.0

	1	2	3	4	5	6	
1	73.7	73.7	82.5	69.8	59.1	100.0	73.9
2	5.3	5.3	7.0	2.3	0.0	0.0	4.6
3	13.2	15.8	3.5	9.3	18.2	0.0	11.0
4	7.9	5.3	7.0	18.6	22.7	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	12.8	19.3	21.6	13.8	6.0	0.5	73.9
2	0.9	1.4	1.8	0.5	0.0	0.0	4.6
3	2.3	4.1	0.9	1.8	1.8	0.0	11.0
4	1.4	1.4	1.8	3.7	2.3	0.0	10.6
TOTAL	17.4	26.1	26.1	19.7	10.1	0.5	100.0



20. The Governor's Representative for Highway Safety could help solve many of the problems in the Pupil Transportation Safety Program.

VARIABLE 1-- POSITION BY VARIABLE 23-- QUESTION 20  
CARD 01 COLUMN 01 CARD 01 COLUMN 23

	1	2	3	4	5	6	
1	12	53	75	15	5	1	161
2	3	2	5	0	0	0	10
3	3	6	12	0	3	0	24
4	2	9	8	3	1	0	23
TOTAL	20	70	100	18	9	1	218

	1	2	3	4	5	6	
1	7.5	32.9	46.6	9.3	3.1	0.6	100.0
2	30.0	20.0	50.0	0.0	0.0	0.0	100.0
3	12.5	25.0	50.0	0.0	12.5	0.0	100.0
4	8.7	39.1	34.8	13.0	4.3	0.0	100.0
TOTAL	9.2	32.1	45.9	8.3	4.1	0.5	100.0

	1	2	3	4	5	6	
1	60.0	75.7	75.0	83.3	55.6	100.0	73.9
2	15.0	2.9	5.0	0.0	0.0	0.0	4.6
3	15.0	8.6	12.0	0.0	33.3	0.0	11.0
4	10.0	12.9	8.0	16.7	11.1	0.0	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	5.5	24.3	34.4	6.9	2.3	0.5	73.9
2	1.4	0.9	2.3	0.0	0.0	0.0	4.6
3	1.4	2.8	5.5	0.0	1.4	0.0	11.0
4	0.9	4.1	3.7	1.4	0.5	0.0	10.6
TOTAL	9.2	32.1	45.9	8.3	4.1	0.5	100.0



21. The present system of financing pupil transportation is equitable.VARIABLE 1--  
CARD 01 COLUMN 01

POSITION

BY VARIABLE 24--  
CARD 01 COLUMN 24

QUESTION 213

	1	2	3	4	5	
1	8	43	36	44	30	161
2	0	0	1	4	5	10
3	1	7	11	5	0	24
4	3	9	5	4	2	23
TOTAL	12	59	53	57	37	218

	1	2	3	4	5	
1	5.0	26.7	22.4	27.3	18.6	100.0
2	0.0	0.0	10.0	40.0	50.0	100.0
3	4.2	29.2	45.8	20.8	0.0	100.0
4	13.0	39.1	21.7	17.4	8.7	100.0
TOTAL	5.5	27.1	24.3	26.1	17.0	100.0

	1	2	3	4	5	
1	66.7	72.9	67.9	77.2	81.1	73.9
2	0.0	0.0	1.9	7.0	13.5	4.6
3	8.3	11.9	20.8	8.8	0.0	11.0
4	25.0	15.3	9.4	7.0	5.4	10.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	
1	3.7	19.7	16.5	20.2	13.8	73.9
2	0.0	0.0	0.5	1.8	2.3	4.6
3	0.5	3.2	5.0	2.3	0.0	11.0
4	1.4	4.1	2.3	1.8	0.9	10.6
TOTAL	5.5	27.1	24.3	26.1	17.0	100.0





## APPENDIX B

ROWS REPRESENT - NUMBER OF STUDENTS TRANSPORTED

1 = 1 - 50

2 = 51 - 100

3 = 101 - 250

4 = 251 - 500

5 = over 500

COLUMNS REPRESENT - DEGREE OF AGREEMENT

1 = Strongly Agree

2 = Agree

3 = Uncertain

4 = Disagree

5 = Strongly Disagree

6 = No Response



## CROSS TABULATION OF POSITION, # STUDENTS TRANSPORTED, LOCAT

1. The three mile limit is not practical and should be reduced.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 4-- QUESTION 01  
CARD 01 COLUMN 02 CARD 01 COLUMN 04

	1	2	3	4	5	6	
1	7	13	4	6	0	0	30
2	16	19	8	8	6	0	57
3	24	29	8	10	6	2	79
4	13	7	3	2	3	0	28
5	12	5	0	1	5	1	24
TOTAL	72	73	23	27	20	3	218

	1	2	3	4	5	6	
1	23.3	43.3	13.3	20.0	0.0	0.0	100.0
2	28.1	33.3	14.0	14.0	10.5	0.0	100.0
3	30.4	36.7	10.1	12.7	7.6	2.5	100.0
4	46.4	25.0	10.7	7.1	10.7	0.0	100.0
5	50.0	20.8	0.0	4.2	20.8	4.2	100.0
TOTAL	33.0	33.5	10.6	12.4	9.2	1.4	100.0

	1	2	3	4	5	6	
1	9.7	17.8	17.4	22.2	0.0	0.0	13.8
2	22.2	26.0	34.8	29.6	30.0	0.0	26.1
3	33.3	39.7	34.8	37.0	30.0	66.7	36.2
4	18.1	9.6	13.0	7.4	15.0	0.0	12.8
5	16.7	6.8	0.0	3.7	25.0	33.3	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	3.2	6.0	1.8	2.8	0.0	0.0	13.8
2	7.3	8.7	3.7	3.7	2.8	0.0	26.1
3	11.0	13.3	3.7	4.6	2.8	0.0	36.2
4	6.0	3.2	1.4	0.9	1.4	0.0	12.8
5	5.5	2.3	0.0	0.5	2.3	0.5	11.0
TOTAL	33.0	33.5	10.6	12.4	9.2	1.4	100.0



2. The growth in special education enrollment has created new problems in pupil transportation.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 5-- QUESTION 02;  
CARD 01 COLUMN 02 CARD 01 COLUMN 05

	1	2	3	4	5	6	
1	3	8	10	6	3	0	30
2	2	13	14	14	6	8	57
3	8	23	25	17	6	0	79
4	8	7	5	6	2	0	28
5	7	5	6	4	2	0	24
TOTAL	28	56	60	47	19	8	218

	1	2	3	4	5	6	
1	10.0	26.7	33.3	20.0	10.0	0.0	100.0
2	3.5	22.8	24.6	24.6	10.5	14.0	100.0
3	10.1	29.1	31.6	21.5	7.6	0.0	100.0
4	28.6	25.0	17.9	21.4	7.1	0.0	100.0
5	29.2	20.8	25.0	16.7	8.3	0.0	100.0
TOTAL	12.8	25.7	27.5	21.6	8.7	3.7	100.0

	1	2	3	4	5	6	
1	10.7	14.3	16.7	12.8	15.8	0.0	13.8
2	7.1	23.2	23.3	29.8	31.6	100.0	26.1
3	28.6	41.1	41.7	36.2	31.6	0.0	36.2
4	28.6	12.5	8.3	12.8	10.5	0.0	12.8
5	25.0	8.9	10.0	8.5	10.5	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	1.4	3.7	4.6	2.8	1.4	0.0	13.8
2	0.9	6.0	6.4	6.4	2.8	3.7	26.1
3	3.7	10.6	11.5	7.8	2.8	0.0	36.2
4	3.7	3.2	2.3	2.8	0.9	0.0	12.8
5	3.2	2.3	2.8	1.8	0.9	0.0	11.0
TOTAL	12.8	25.7	27.5	21.6	8.7	3.7	100.0



3. Youth movement for extra curricular activities causes few problems in our district.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 6-- QUESTION 03  
CARD 01 COLUMN 02 CARD 01 COLUMN 06

	1	2	3	4	5	6	
1	9	14	1	5	1	0	30
2	7	16	3	21	10	0	57
3	8	25	6	21	16	3	79
4	1	9	0	10	7	1	28
5	2	8	1	7	6	0	24
TOTAL	27	72	11	64	40	4	218

	1	2	3	4	5	6	
1	30.0	46.7	3.3	16.7	3.3	0.0	100.0
2	12.3	28.1	5.3	36.8	17.5	0.0	100.0
3	10.1	31.6	7.6	26.6	20.3	3.8	100.0
4	3.6	32.1	0.0	35.7	25.0	3.6	100.0
5	8.3	33.3	4.2	29.2	25.0	0.0	100.0
TOTAL	12.4	33.0	5.0	29.4	18.3	1.8	100.0

	1	2	3	4	5	6	
1	33.3	19.4	9.1	7.8	2.5	0.0	13.8
2	25.9	22.2	27.3	32.8	25.0	0.0	26.1
3	29.6	34.7	54.5	32.8	40.0	75.0	36.2
4	3.7	12.5	0.0	15.6	17.5	25.0	12.8
5	7.4	11.1	9.1	10.9	15.0	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	4.1	6.4	0.5	2.3	0.5	0.0	13.8
2	3.2	7.3	1.4	9.6	4.6	0.0	26.1
3	3.7	11.5	2.8	9.6	7.3	1.4	36.2
4	0.5	4.1	0.0	4.6	3.2	0.5	12.8
5	0.9	3.7	0.5	3.2	2.8	0.0	11.0
TOTAL	12.4	33.0	5.0	29.4	18.3	1.8	100.0





10. If salaries of school bus drivers were higher, we could find better drivers.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 13-- QUESTION 10  
CARD 01 COLUMN 03 CARD 01 COLUMN 13

	1	2	3	4	5	6	
1	14	24	18	15	8	0	79
2	16	24	26	14	3	1	84
3	11	10	19	10	4	1	55
TOTAL	41	58	63	39	15	2	218

	1	2	3	4	5	6	
1	17.7	30.4	22.8	19.0	10.1	0.0	100.0
2	19.0	28.6	31.0	16.7	3.6	1.2	100.0
3	20.0	18.2	34.5	18.2	7.3	1.8	100.0
TOTAL	18.8	26.6	28.9	17.9	6.9	0.9	100.0

	1	2	3	4	5	6	
1	34.1	41.4	28.6	38.5	53.3	0.0	36.2
2	39.0	41.4	41.3	35.9	20.0	50.0	38.5
3	26.8	17.2	30.2	25.6	26.7	50.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	6.4	11.0	8.3	6.9	3.7	0.0	36.2
2	7.3	11.0	11.9	6.4	1.4	0.5	38.5
3	5.0	4.6	8.7	4.6	1.8	0.5	25.2
TOTAL	18.8	26.6	28.9	17.9	6.9	0.9	100.0



4. The selection of school bus drivers is not a problem.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 7-- QUESTION 04  
CARD 01 COLUMN 02 CARD 01 COLUMN 07

	1	2	3	4	5	6	
1	2	12	1	10	5	0	30
2	5	18	7	19	8	0	57
3	6	23	6	31	13	0	79
4	2	11	5	6	3	1	28
5	0	7	0	10	7	0	24
TOTAL	15	71	19	76	36	1	218

	1	2	3	4	5	6	
1	6.7	40.0	3.3	33.3	16.7	0.0	100.0
2	8.8	31.6	12.3	33.3	14.0	0.0	100.0
3	7.6	29.1	7.6	39.2	16.5	0.0	100.0
4	7.1	39.3	17.9	21.4	10.7	3.6	100.0
5	0.0	29.2	0.0	41.7	29.2	0.0	100.0
TOTAL	6.9	32.6	8.7	34.9	16.5	0.5	100.0

	1	2	3	4	5	6	
1	13.3	16.9	5.3	13.2	13.9	0.0	13.8
2	33.3	25.4	36.8	25.0	22.2	0.0	26.1
3	40.0	32.4	31.6	40.8	36.1	0.0	36.2
4	13.3	15.5	26.3	7.9	8.3	100.0	12.8
5	0.0	9.9	0.0	13.2	19.4	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	0.9	5.5	0.5	4.6	2.3	0.0	13.8
2	2.3	8.3	3.2	8.7	3.7	0.0	26.1
3	2.8	10.6	2.8	14.2	6.0	0.0	36.2
4	0.9	5.0	2.3	2.8	1.4	0.5	12.8
5	0.0	3.2	0.0	4.6	3.2	0.0	11.0
TOTAL	6.9	32.6	8.7	34.9	16.5	0.5	100.0



5. Our district should provide inspection and maintenance checks at regular intervals.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 8-- QUESTION 05  
CARD 01 COLUMN 02 CAPD 01 COLUMN 08

	1	2	3	4	5	6	
1	9	14	4	1	2	0	30
2	22	22	5	5	3	0	57
3	25	37	8	6	2	1	79
4	13	10	4	1	0	0	28
5	7	7	6	4	0	0	24
TOTAL	76	90	27	17	7	1	218

	1	2	3	4	5	6	
1	30.0	46.7	13.3	3.3	6.7	0.0	100.0
2	38.6	38.6	8.8	8.8	5.3	0.0	100.0
3	31.6	46.8	10.1	7.6	2.5	1.3	100.0
4	46.4	35.7	14.3	3.6	0.0	0.0	100.0
5	29.2	29.2	25.0	16.7	0.0	0.0	100.0
TOTAL	34.9	41.3	12.4	7.8	3.2	0.5	100.0

	1	2	3	4	5	6	
1	11.8	15.6	14.8	5.0	28.6	0.0	13.8
2	28.9	24.4	18.5	29.4	42.9	0.0	26.1
3	32.9	41.1	29.6	35.3	28.6	100.0	36.2
4	17.1	11.1	14.8	5.9	0.0	0.0	12.8
5	9.2	7.8	22.2	23.5	0.0	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	4.1	6.4	1.8	0.5	0.9	0.0	13.8
2	10.1	10.1	2.3	2.3	1.4	0.0	26.1
3	11.5	17.0	3.7	2.8	0.9	0.5	36.2
4	6.0	4.6	1.8	0.5	0.0	0.0	12.8
5	3.2	3.2	2.8	1.8	0.0	0.0	11.0
TOTAL	34.9	41.3	12.4	7.8	3.2	0.5	100.0



6. Our district could benefit from help in training and supervising school bus drivers.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 9-- QUESTION 062  
CARD 01 COLUMN 02 CARD 01 COLUMN 09

	1	2	3	4	5	6	
1	5	10	4	6	4	1	30
2	14	20	12	10	0	1	57
3	18	32	13	13	2	1	79
4	7	12	6	3	0	0	28
5	8	10	6	0	0	0	24
TOTAL	52	84	41	32	6	3	218

	1	2	3	4	5	6	
1	16.7	33.3	13.3	20.0	13.3	3.3	100.0
2	24.6	35.1	21.1	17.5	0.0	1.8	100.0
3	22.8	40.5	16.5	16.5	2.5	1.3	100.0
4	25.0	42.9	21.4	10.7	0.0	0.0	100.0
5	33.3	41.7	25.0	0.0	0.0	0.0	100.0
TOTAL	23.9	38.5	18.8	14.7	2.8	1.4	100.0

	1	2	3	4	5	6	
1	9.6	11.9	9.8	18.8	66.7	33.3	13.8
2	26.9	23.8	29.3	31.3	0.0	33.3	26.1
3	34.6	38.1	31.7	40.6	33.3	33.3	36.2
4	13.5	14.3	14.6	9.4	0.0	0.0	12.8
5	15.4	11.9	14.6	0.0	0.0	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	2.3	4.6	1.8	2.8	1.8	0.5	13.8
2	6.4	9.2	5.5	4.6	0.0	0.5	26.1
3	8.3	14.7	6.0	6.0	0.9	0.5	36.2
4	3.2	5.5	2.8	1.4	0.0	0.0	12.8
5	3.7	4.6	2.8	0.0	0.0	0.0	11.0
TOTAL	23.9	38.5	18.8	14.7	2.8	1.4	100.0







7. Our district would benefit from some assistance in scheduling school buses.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 10-- QUESTION 07  
CARD 01 COLUMN 02 CARD 01 COLUMN 10

	1	2	3	4	5	6	
1	1	3	3	16	6	1	30
2	2	7	14	20	14	0	57
3	3	11	21	33	10	1	79
4	3	6	7	8	4	0	28
5	0	6	3	12	3	0	24
TOTAL	9	33	48	89	37	2	218

	1	2	3	4	5	6	
1	3.3	10.0	10.0	53.3	20.0	3.3	100.0
2	3.5	12.3	24.6	35.1	24.6	0.0	100.0
3	3.8	13.9	26.6	41.8	12.7	1.3	100.0
4	10.7	21.4	25.0	28.6	14.3	0.0	100.0
5	0.0	25.0	12.5	50.0	12.5	0.0	100.0
TOTAL	4.1	15.1	22.0	40.8	17.0	0.9	100.0

	1	2	3	4	5	6	
1	11.1	9.1	6.3	18.0	16.2	50.0	13.8
2	22.2	21.2	29.2	22.5	37.8	0.0	26.1
3	33.3	33.3	43.8	37.1	27.0	50.0	36.2
4	33.3	18.2	14.6	9.0	10.8	0.0	12.8
5	0.0	18.2	6.3	13.5	8.1	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	0.5	1.4	1.4	7.3	2.8	0.5	13.8
2	0.9	3.2	6.4	9.2	6.4	0.0	26.1
3	1.4	5.0	9.6	15.1	4.6	0.5	36.2
4	1.4	2.8	3.2	3.7	1.8	0.0	12.8
5	0.0	2.8	1.4	5.5	1.4	0.0	11.0
TOTAL	4.1	15.1	22.0	40.8	17.0	0.9	100.0



8. Charging a fee for pupils living under the 3 mile limit causes a hardship.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 11-- QUESTION 08  
CARD 01 COLUMN 02 CARD 01 COLUMN 11

	1	2	3	4	5	6	
1	8	8	10	2	2	0	30
2	14	18	11	6	2	6	57
3	15	32	18	8	5	1	79
4	12	6	6	1	3	0	28
5	10	4	3	3	3	1	24
TOTAL	59	68	48	20	15	8	218

	1	2	3	4	5	6	
1	26.7	26.7	33.3	6.7	6.7	0.0	100.0
2	24.6	31.6	19.3	10.5	3.5	10.5	100.0
3	19.0	40.5	22.8	10.1	6.3	1.3	100.0
4	42.9	21.4	21.4	3.6	10.7	0.0	100.0
5	41.7	16.7	12.5	12.5	12.5	4.2	100.0
TOTAL	27.1	31.2	22.0	9.2	6.9	3.7	100.0

	1	2	3	4	5	6	
1	13.6	11.8	20.8	10.0	13.3	0.0	13.8
2	23.7	26.5	22.9	30.0	13.3	75.0	26.1
3	25.4	47.1	37.5	40.0	33.3	12.5	36.2
4	20.3	8.8	12.5	5.0	20.0	0.0	12.8
5	16.9	5.9	6.3	15.0	20.0	12.5	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	3.7	3.7	4.6	0.9	0.9	0.0	13.8
2	6.4	8.3	5.0	2.8	0.0	2.8	26.1
3	6.9	14.7	8.3	3.7	2.3	0.5	36.2
4	5.5	2.8	2.8	0.5	1.4	0.0	12.8
5	4.6	1.8	1.4	1.4	1.4	0.5	11.0
TOTAL	27.1	31.2	22.0	9.2	6.9	3.7	100.0



9. Each district should operate from written policy.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 12-- QUESTION 092  
 CARD 01 COLUMN 02 CARD 01 COLUMN 12

	1	2	3	4	5	6	
1	6	19	3	2	0	0	30
2	29	20	6	1	1	0	57
3	35	33	7	2	1	1	79
4	17	8	2	1	0	0	28
5	17	6	1	0	0	0	24
TOTAL	104	86	19	6	2	1	218

	1	2	3	4	5	6	
1	20.0	63.3	10.0	6.7	0.0	0.0	100.0
2	50.9	35.1	10.5	1.8	1.8	0.0	100.0
3	44.3	41.8	8.9	2.5	1.3	1.3	100.0
4	60.7	28.6	7.1	3.6	0.0	0.0	100.0
5	70.8	25.0	4.2	0.0	0.0	0.0	100.0
TOTAL	47.7	39.4	8.7	2.8	0.9	0.5	100.0

	1	2	3	4	5	6	
1	5.8	22.1	15.8	33.3	0.0	0.0	13.8
2	27.9	23.3	31.6	16.7	50.0	0.0	26.1
3	33.7	38.4	36.8	33.3	50.0	100.0	36.2
4	16.3	9.3	10.5	16.7	0.0	0.0	12.8
5	16.3	7.0	5.3	0.0	0.0	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	2.8	8.7	1.4	0.9	0.0	0.0	13.8
2	13.3	9.2	2.8	0.5	0.5	0.0	26.1
3	16.1	15.1	3.2	0.9	0.5	0.5	36.2
4	7.8	3.7	0.9	0.5	0.0	0.0	12.8
5	7.8	2.8	0.5	0.0	0.0	0.0	11.0
TOTAL	47.7	39.4	8.7	2.8	0.9	0.5	100.0



## 10. If salaries of school bus drivers were higher, we could find better drivers.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 13-- QUESTION 10  
 CARD 01 COLUMN 02 CARD 01 COLUMN 13

	1	2	3	4	5	6	
1	2	8	8	7	4	1	30
2	8	15	20	8	5	1	57
3	17	23	21	14	4	0	79
4	7	5	9	6	1	0	28
5	7	7	5	4	1	0	24
TOTAL	41	58	63	39	15	2	218

	1	2	3	4	5	6	
1	6.7	26.7	26.7	23.3	13.3	3.3	100.0
2	14.0	26.3	35.1	14.0	8.8	1.8	100.0
3	21.5	29.1	26.6	17.7	5.1	0.0	100.0
4	25.0	17.9	32.1	21.4	3.6	0.0	100.0
5	29.2	29.2	20.8	16.7	4.2	0.0	100.0
TOTAL	18.8	26.6	28.9	17.9	6.9	0.9	100.0

	1	2	3	4	5	6	
1	4.9	13.8	12.7	17.9	26.7	50.0	13.8
2	19.5	25.9	31.7	20.5	33.3	50.0	26.1
3	41.5	39.7	33.3	35.9	26.7	0.0	36.2
4	17.1	8.6	14.3	15.4	6.7	0.0	12.8
5	17.1	12.1	7.9	10.3	6.7	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	0.9	3.7	3.7	3.2	1.8	0.5	13.8
2	3.7	6.9	9.2	3.7	2.3	0.5	26.1
3	7.8	10.6	9.6	6.4	1.8	0.0	36.2
4	3.2	2.3	4.1	2.8	0.5	0.0	12.8
5	3.2	3.2	2.3	1.8	0.5	0.0	11.0
TOTAL	18.8	26.6	28.9	17.9	6.9	0.9	100.0







14. The amount of paper work required by the State Superintendent's Office could be lessened.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 17-- QUESTION 142  
CARD 01 COLUMN 03 CARD 01 COLUMN 17

	1	2	3	4	5	6	
1	23	21	27	7	1	0	79
2	17	28	29	8	1	1	84
3	13	21	16	3	2	0	55
TOTAL	53	70	72	18	4	1	218

	1	2	3	4	5	6	
1	29.1	26.6	34.2	8.9	1.3	0.0	100.0
2	20.2	33.3	34.5	9.5	1.2	1.2	100.0
3	23.6	38.2	29.1	5.5	3.6	0.0	100.0
TOTAL	24.3	32.1	33.0	8.3	1.8	0.5	100.0

	1	2	3	4	5	6	
1	43.4	30.0	37.5	38.9	25.0	0.0	36.2
2	32.1	40.0	40.3	44.4	25.0	100.0	38.5
3	24.5	30.0	22.2	16.7	50.0	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	10.6	9.6	12.4	3.2	0.5	0.0	36.2
2	7.8	12.8	13.3	3.7	0.5	0.5	38.5
3	6.0	9.6	7.3	1.4	0.9	0.0	25.2
TOTAL	24.3	32.1	33.0	8.3	1.8	0.5	100.0



11. Bus drivers in our district should pass a driving test before they are hired.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 14-- QUESTION 11  
CARD 01 COLUMN 02 CARD 01 COLUMN 14

	1	2	3	4	5	6	
1	15	10	3	0	2	0	30
2	26	22	7	2	0	0	57
3	27	42	8	1	0	1	79
4	17	11	0	0	0	0	28
5	15	9	0	0	0	0	24
TOTAL	100	94	18	3	2	1	218

	1	2	3	4	5	6	
1	50.0	33.3	10.0	0.0	6.7	0.0	100.0
2	45.6	38.6	12.3	3.5	0.0	0.0	100.0
3	34.2	53.2	10.1	1.3	0.0	1.3	100.0
4	60.7	39.3	0.0	0.0	0.0	0.0	100.0
5	62.5	37.5	0.0	0.0	0.0	0.0	100.0
TOTAL	45.9	43.1	8.3	1.4	0.9	0.5	100.0

	1	2	3	4	5	6	
1	15.0	10.6	16.7	0.0	100.0	0.0	13.8
2	26.0	23.4	38.9	66.7	0.0	0.0	26.1
3	27.0	44.7	44.4	33.3	0.0	100.0	36.2
4	17.0	11.7	0.0	0.0	0.0	0.0	12.8
5	15.0	9.6	0.0	0.0	0.0	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	6.9	4.6	1.4	0.0	0.9	0.0	13.8
2	11.9	10.1	3.2	0.9	0.0	0.0	26.1
3	12.4	19.3	3.7	0.5	0.0	0.5	36.2
4	7.8	5.0	0.0	0.0	0.0	0.0	12.8
5	6.9	4.1	0.0	0.0	0.0	0.0	11.0
TOTAL	45.9	43.1	8.3	1.4	0.9	0.5	100.0



12. Equipment failure causes more accidents than driver error.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 15-- QUESTION 12  
 CARD 01 COLUMN 02 CARD 01 COLUMN 15

	1	2	3	4	5	
1	2	6	15	5	2	30
2	1	8	25	14	9	57
3	4	11	31	23	10	79
4	1	3	13	3	8	28
5	1	1	4	14	4	24
TOTAL	9	29	88	59	33	218

	1	2	3	4	5	
1	6.7	20.0	50.0	16.7	6.7	100.0
2	1.8	14.0	43.9	24.6	15.8	100.0
3	5.1	13.9	39.2	29.1	12.7	100.0
4	3.6	10.7	46.4	10.7	28.6	100.0
5	4.2	4.2	16.7	58.3	16.7	100.0
TOTAL	4.1	13.3	40.4	27.1	15.1	100.0

	1	2	3	4	5	
1	22.2	20.7	17.0	8.5	6.1	13.8
2	11.1	27.6	28.4	23.7	27.3	26.1
3	44.4	37.9	35.2	39.0	30.3	36.2
4	11.1	10.3	14.8	5.1	24.2	12.8
5	11.1	3.4	4.5	23.7	12.1	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	
1	0.9	2.8	6.9	2.3	0.9	13.8
2	0.5	3.7	11.5	6.4	4.1	26.1
3	1.8	5.0	14.2	10.6	4.6	36.2
4	0.5	1.4	6.0	1.4	3.7	12.8
5	0.5	0.5	1.8	6.4	1.8	11.0
TOTAL	4.1	13.3	40.4	27.1	15.1	100.0



13. All buses should be equipped with two-way radios.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 16-- QUESTION 13  
 CARD 01 COLUMN 02 CARD 01 COLUMN 16

	1	2	3	4	5	6	
1	2	11	3	11	3	0	30
2	15	16	10	12	3	1	57
3	17	29	9	16	8	0	79
4	9	8	8	2	1	0	28
5	3	5	6	8	2	0	24
TOTAL	46	69	36	49	17	1	218

	1	2	3	4	5	6	
1	6.7	36.7	10.0	36.7	10.0	0.0	100.0
2	26.3	28.1	17.5	21.1	5.3	1.8	100.0
3	21.5	36.7	11.4	20.3	10.1	0.0	100.0
4	32.1	28.6	28.6	7.1	3.6	0.0	100.0
5	12.5	20.8	25.0	33.3	8.3	0.0	100.0
TOTAL	21.1	31.7	16.5	22.5	7.8	0.5	100.0

	1	2	3	4	5	6	
1	4.3	15.9	8.3	22.4	17.6	0.0	13.8
2	32.6	23.2	27.8	24.5	17.6	100.0	26.1
3	37.0	42.0	25.0	32.7	47.1	0.0	36.2
4	19.6	11.6	22.2	4.1	5.9	0.0	12.8
5	6.5	7.2	16.7	16.3	11.8	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	0.9	5.0	1.4	5.0	1.4	0.0	13.8
2	6.9	7.3	4.6	5.5	1.4	0.5	26.1
3	7.8	13.3	4.1	7.3	3.7	0.0	36.2
4	4.1	3.7	3.7	0.9	0.5	0.0	12.8
5	1.4	2.3	2.8	3.7	0.9	0.0	11.0
TOTAL	21.1	31.7	16.5	22.5	7.8	0.5	100.0







14. The amount of paper work required by the State Superintendent's Office could be lessened.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 17-- QUESTION 14  
CARD 01 COLUMN 02 CARD 01 COLUMN 17

	1	2	3	4	5	6	
1	8	12	5	3	2	0	30
2	13	19	19	5	1	0	57
3	20	22	28	7	1	1	79
4	7	11	8	2	0	0	28
5	5	6	12	1	0	0	24
TOTAL	53	70	72	18	4	1	218

	1	2	3	4	5	6	
1	26.7	40.0	16.7	10.0	6.7	0.0	100.0
2	22.8	33.3	33.3	8.8	1.8	0.0	100.0
3	25.3	27.8	35.4	8.9	1.3	1.3	100.0
4	25.0	39.3	28.6	7.1	0.0	0.0	100.0
5	20.8	25.0	50.0	4.2	0.0	0.0	100.0
TOTAL	24.3	32.1	33.0	8.3	1.8	0.5	100.0

	1	2	3	4	5	6	
1	15.1	17.1	6.9	16.7	50.0	0.0	13.8
2	24.5	27.1	25.4	27.8	25.0	0.0	26.1
3	37.7	31.4	38.9	38.9	25.0	100.0	36.2
4	13.2	15.7	11.1	11.1	0.0	0.0	12.8
5	9.4	8.6	16.7	5.6	0.0	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	3.7	5.5	2.3	1.4	0.9	0.0	13.8
2	6.0	8.7	8.7	2.3	0.5	0.0	26.1
3	9.2	10.1	12.8	3.2	0.5	0.5	36.2
4	3.2	5.0	3.7	0.9	0.0	0.0	12.8
5	2.3	2.8	5.5	0.5	0.0	0.0	11.0
TOTAL	24.3	32.1	33.0	8.3	1.8	0.5	100.0



15. The method of filing accident reports needs improvement.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 18-- QUESTION 15  
CARD 01 COLUMN 02 CARD 01 COLUMN 18

	1	2	3	4	5	6	
1	2	6	21	0	1	0	30
2	2	19	34	2	0	0	57
3	5	25	45	3	0	1	79
4	2	7	18	1	0	0	28
5	5	5	12	2	0	0	24
TOTAL	16	62	130	8	1	1	218

	1	2	3	4	5	6	
1	6.7	20.0	70.0	0.0	3.3	0.0	100.0
2	3.5	33.3	59.6	3.5	0.0	0.0	100.0
3	6.3	31.6	57.0	3.8	0.0	1.3	100.0
4	7.1	25.0	64.3	3.6	0.0	0.0	100.0
5	20.8	20.8	50.0	8.3	0.0	0.0	100.0
TOTAL	7.3	28.4	59.6	3.7	0.5	0.5	100.0

	1	2	3	4	5	6	
1	12.5	9.7	16.2	0.0	100.0	0.0	13.8
2	12.5	30.6	26.2	25.0	0.0	0.0	26.1
3	31.3	40.3	34.6	37.5	0.0	100.0	36.2
4	12.5	11.3	13.8	12.5	0.0	0.0	12.8
5	31.3	8.1	9.2	25.0	0.0	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	0.9	2.8	9.6	0.0	0.5	0.0	13.8
2	0.9	8.7	15.6	0.9	0.0	0.0	26.1
3	2.3	11.5	20.6	1.4	0.0	0.5	36.2
4	0.9	3.2	8.3	0.5	0.0	0.0	12.8
5	2.3	2.3	5.5	0.9	0.0	0.0	11.0
TOTAL	7.3	28.4	59.6	3.7	0.5	0.5	100.0



16. One of the school bus drivers biggest problems is discipline.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 19-- QUESTION 16  
 CARD 01 COLUMN 02 CARD 01 COLUMN 19

	1	2	3	4	5	
1	10	13	3	3	1	30
2	9	22	6	19	1	57
3	20	34	11	12	2	79
4	10	15	1	2	0	28
5	8	13	0	3	0	24
TOTAL	57	97	21	39	4	218

	1	2	3	4	5	
1	33.3	43.3	10.0	10.0	3.3	100.0
2	15.8	38.6	10.5	33.3	1.8	100.0
3	25.3	43.0	13.9	15.2	2.5	100.0
4	35.7	53.6	3.6	7.1	0.0	100.0
5	33.3	54.2	0.0	12.5	0.0	100.0
TOTAL	26.1	44.5	9.6	17.9	1.8	100.0

	1	2	3	4	5	
1	17.5	13.4	14.3	7.7	25.0	13.8
2	15.8	22.7	28.6	48.7	25.0	26.1
3	35.1	35.1	52.4	30.8	50.0	36.2
4	17.5	15.5	4.8	5.1	0.0	12.8
5	14.0	13.4	0.0	7.7	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	
1	4.6	6.0	1.4	1.4	0.5	13.8
2	4.1	10.1	2.8	3.7	0.5	26.1
3	9.2	15.6	5.0	5.5	0.9	36.2
4	4.6	6.9	0.5	0.9	0.0	12.8
5	3.7	6.0	0.0	1.4	0.0	11.0
TOTAL	26.1	44.5	9.6	17.9	1.8	100.0



17. The National Highway Safety Act Standard No. 17 is now being implemented in our district.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 20-- QUESTION 17  
CARD 01 COLUMN 02 CARD 01 COLUMN 20

	1	2	3	4	5	6	
1	0	6	19	2	0	3	30
2	4	15	22	3	4	9	57
3	5	28	38	4	0	4	79
4	3	7	15	0	0	3	28
5	1	11	7	1	2	2	24
TOTAL	13	67	101	10	6	21	218

	1	2	3	4	5	6	
1	0.0	20.0	63.3	6.7	0.0	10.0	100.0
2	7.0	26.3	38.6	5.3	7.0	15.8	100.0
3	6.3	35.4	48.1	5.1	0.0	5.1	100.0
4	10.7	25.0	53.6	0.0	0.0	10.7	100.0
5	4.2	45.8	29.2	4.2	8.3	8.3	100.0
TOTAL	6.0	30.7	46.3	4.6	2.8	9.6	100.0

	1	2	3	4	5	6	
1	0.0	9.0	18.8	20.0	0.0	14.3	13.3
2	30.8	22.4	21.8	30.0	66.7	42.9	26.1
3	38.5	41.8	37.6	40.0	0.0	19.0	36.2
4	23.1	10.4	14.9	0.0	0.0	14.3	12.8
5	7.7	16.4	6.9	10.0	33.3	9.5	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	0.0	2.8	8.7	0.9	0.0	1.4	13.8
2	1.8	6.9	10.1	1.4	1.8	4.1	26.1
3	2.3	12.8	17.4	1.8	0.0	1.3	36.2
4	1.4	3.2	6.9	0.0	0.0	1.4	12.8
5	0.5	5.0	3.2	0.5	0.9	0.9	11.0
TOTAL	6.0	30.7	46.3	4.6	2.8	9.6	100.0







18. The small sixteen passenger commercial vans are unsafe for transporting students.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 21-- QUESTION 18,  
CARD 01 COLUMN 02 CARD 01 COLUMN 21

	1	2	3	4	5	6	
1	3	3	12	7	5	0	30
2	1	7	28	14	6	1	57
3	5	8	34	23	9	0	79
4	1	1	11	11	3	1	28
5	3	2	11	5	3	0	24
TOTAL	13	21	96	60	26	2	218

	1	2	3	4	5	6	
1	10.0	10.0	40.0	23.3	16.7	0.0	100.0
2	1.8	12.3	49.1	24.6	10.5	1.8	100.0
3	6.3	10.1	43.0	29.1	11.4	0.0	100.0
4	3.6	3.6	39.3	39.3	10.7	3.6	100.0
5	12.5	8.3	45.8	20.8	12.5	0.0	100.0
TOTAL	6.0	9.6	44.0	27.5	11.9	0.9	100.0

	1	2	3	4	5	6	
1	23.1	14.3	12.5	11.7	19.2	0.0	13.8
2	7.7	33.3	29.2	23.3	23.1	50.0	26.1
3	38.5	38.1	35.4	38.3	34.6	0.0	36.2
4	7.7	4.8	11.5	18.3	11.5	50.0	12.8
5	23.1	9.5	11.5	8.3	11.5	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	1.4	1.4	5.5	3.2	2.3	0.0	13.8
2	0.5	3.2	12.8	6.4	2.8	0.5	26.1
3	2.3	3.7	15.6	10.6	4.1	0.0	36.2
4	0.5	0.5	5.0	5.0	1.4	0.5	12.8
5	1.4	0.9	5.0	2.3	1.4	0.0	11.0
TOTAL	6.0	9.6	44.0	27.5	11.9	0.9	100.0



19. The Office of the State Superintendent should employ a full-time  
State Supervisor in the area of Pupil Transportation.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 22-- QUESTION 19,  
CARD 01 COLUMN 02 CARD 01 COLUMN 22

	1	2	3	4	5	6	
1	3	6	8	6	7	0	30
2	7	18	15	13	3	1	57
3	14	22	18	19	6	0	79
4	6	5	10	3	4	0	28
5	8	6	6	2	2	0	24
TOTAL	38	57	57	43	22	1	218

	1	2	3	4	5	6	
1	10.0	20.0	26.7	20.0	23.3	0.0	100.0
2	12.3	31.6	26.3	22.8	5.3	1.8	100.0
3	17.7	27.8	22.8	24.1	7.6	0.0	100.0
4	21.4	17.9	35.7	10.7	14.3	0.0	100.0
5	33.3	25.0	25.0	8.3	8.3	0.0	100.0
TOTAL	17.4	26.1	26.1	19.7	10.1	0.5	100.0

	1	2	3	4	5	6	
1	7.9	10.5	14.0	14.0	31.8	0.0	13.8
2	18.4	31.6	26.3	30.2	13.6	100.0	26.1
3	36.8	38.6	31.6	44.2	27.3	0.0	36.2
4	15.8	8.8	17.5	7.0	18.2	0.0	12.8
5	21.1	10.5	10.5	4.7	9.1	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	1.4	2.8	3.7	2.8	3.2	0.0	13.8
2	3.2	8.3	6.9	6.0	1.4	0.5	26.1
3	6.4	10.1	8.3	8.7	2.8	0.0	36.2
4	2.8	2.3	4.6	1.4	1.8	0.0	12.8
5	3.7	2.8	2.8	0.9	0.9	0.0	11.0
TOTAL	17.4	26.1	26.1	19.7	10.1	0.5	100.0



20. The Governor's Representative for Highway Safety could help solve  
many of the problems in the Pupil Transportation Safety Program.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 23-- QUESTION 20  
 CARD 01 COLUMN 02 CARD 01 COLUMN 23

	1	2	3	4	5	6	
1	2	12	11	3	2	0	30
2	4	15	30	6	2	0	57
3	8	33	29	5	3	1	79
4	3	6	15	2	2	0	23
5	3	4	15	2	0	0	24
TOTAL	20	70	100	18	9	1	218

	1	2	3	4	5	6	
1	6.7	40.0	36.7	10.0	6.7	0.0	100.0
2	7.0	26.3	52.6	10.5	3.5	0.0	100.0
3	10.1	41.8	36.7	6.3	3.8	1.3	100.0
4	10.7	21.4	53.6	7.1	7.1	0.0	100.0
5	12.5	16.7	62.5	8.3	0.0	0.0	100.0
TOTAL	9.2	32.1	45.9	8.3	4.1	0.5	100.0

	1	2	3	4	5	6	
1	10.0	17.1	11.0	16.7	22.2	0.0	13.8
2	20.0	21.4	30.0	33.3	22.2	0.0	26.1
3	40.0	47.1	29.0	27.8	33.3	100.0	36.2
4	15.0	8.6	15.0	11.1	22.2	0.0	12.8
5	15.0	5.7	15.0	11.1	0.0	0.0	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	0.9	5.5	5.0	1.4	0.9	0.0	13.8
2	1.8	6.9	13.8	2.8	0.9	0.0	26.1
3	3.7	15.1	13.3	2.3	1.4	0.5	36.2
4	1.4	2.8	6.9	0.9	0.9	0.0	12.8
5	1.4	1.8	6.9	0.9	0.0	0.0	11.0
TOTAL	9.2	32.1	45.9	8.3	4.1	0.5	100.0





21. The present system of financing pupil transportation is equitable.

VARIABLE 2-- # STUDENTS TRANSPORTED BY VARIABLE 24-- QUESTION 213  
 CARD 01 COLUMN 02 CARD 01 COLUMN 24

	1	2	3	4	5	
1	0	13	9	5	3	30
2	3	15	17	14	8	57
3	4	25	21	18	11	79
4	2	4	3	9	10	28
5	3	2	3	11	5	24
TOTAL	12	59	53	57	37	218

	1	2	3	4	5	
1	0.0	43.3	30.0	16.7	10.0	100.0
2	5.3	26.3	29.8	24.6	14.0	100.0
3	5.1	31.6	26.6	22.8	13.9	100.0
4	7.1	14.3	10.7	32.1	35.7	100.0
5	12.5	8.3	12.5	45.8	20.8	100.0
TOTAL	5.5	27.1	24.3	26.1	17.0	100.0

	1	2	3	4	5	
1	0.0	22.0	17.0	8.8	8.1	13.8
2	25.0	25.4	32.1	24.6	21.6	26.1
3	33.3	42.4	39.6	31.6	29.7	36.2
4	16.7	6.8	5.7	15.8	27.0	12.8
5	25.0	3.4	5.7	19.3	13.5	11.0
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	
1	0.0	6.0	4.1	2.3	1.4	13.8
2	1.4	6.9	7.8	6.4	3.7	26.1
3	1.8	11.5	9.6	8.3	5.0	36.2
4	0.9	1.8	1.4	4.1	4.6	12.8
5	1.4	0.9	1.4	5.0	2.3	11.0
TOTAL	5.5	27.1	24.3	26.1	17.0	100.0





APPENDIX C

ROWS REPRESENT - SCHOOL DISTRICT LOCATION

1 = Western Montana

2 = Central Montana

3 = Eastern Montana

COLUMNS REPRESENT - DEGREE OF AGREEMENT

1 = Strongly Agree

2 = Agree

3 = Uncertain

4 = Disagree

5 = Strongly Disagree

6 = No Response



1. The three mile limit is not practical and should be reduced.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 4-- QUESTION 01  
CARD 01 COLUMN 03 CARD 01 COLUMN 04

	1	2	3	4	5	6	
1	35	22	6	9	6	1	79
2	20	35	9	12	7	1	84
3	17	16	8	6	7	1	55
TOTAL	72	73	23	27	20	3	218

	1	2	3	4	5	6	
1	44.3	27.8	7.6	11.4	7.6	1.3	100.0
2	23.8	41.7	10.7	14.3	8.3	1.2	100.0
3	30.9	29.1	14.5	10.9	12.7	1.8	100.0
TOTAL	33.0	33.5	10.6	12.4	9.2	1.4	100.0

	1	2	3	4	5	6	
1	48.6	30.1	26.1	33.3	30.0	33.3	36.2
2	27.8	47.9	39.1	44.4	35.0	33.3	38.5
3	23.6	21.9	34.8	22.2	35.0	33.3	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	16.1	10.1	2.8	4.1	2.8	0.5	36.2
2	9.2	16.1	4.1	5.5	3.2	0.5	38.5
3	7.8	7.3	3.7	2.8	3.2	0.5	25.2
TOTAL	33.0	33.5	10.6	12.4	9.2	1.4	100.0



2. The growth in special education enrollment has created new problems in pupil transportation.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 5-- QUESTION 03  
CARD 01 COLUMN 03 CARD 01 COLUMN 05

	1	2	3	4	5	6	
1	6	15	27	21	8	2	79
2	10	28	19	18	5	4	84
3	12	13	14	8	6	2	55
TOTAL	28	56	60	47	19	8	218

	1	2	3	4	5	6	
1	7.6	19.0	34.2	26.6	10.1	2.5	100.0
2	11.9	33.3	22.6	21.4	6.0	4.8	100.0
3	21.8	23.6	25.5	14.5	10.9	3.6	100.0
TOTAL	12.8	25.7	27.5	21.6	8.7	3.7	100.0

	1	2	3	4	5	6	
1	21.4	26.8	45.0	44.7	42.1	25.0	36.2
2	35.7	50.0	31.7	38.3	26.3	50.0	38.5
3	42.9	23.2	23.3	17.0	31.6	25.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	2.8	6.9	12.4	9.6	3.7	0.9	36.2
2	4.6	12.8	8.7	8.3	2.3	1.8	38.5
3	5.5	6.0	6.4	3.7	2.8	0.9	25.2
TOTAL	12.8	25.7	27.5	21.6	8.7	3.7	100.0



3. Youth movement for extra curricular activities causes few problems in our district.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 6-- QUESTION 05  
CARD 01 COLUMN 03 CARD 01 COLUMN 06

	1	2	3	4	5	6	
1	12	32	4	19	12	0	79
2	9	19	4	32	17	3	84
3	6	21	3	13	11	1	55
TOTAL	27	72	11	64	40	4	218

	1	2	3	4	5	6	
1	15.2	40.5	5.1	24.1	15.2	0.0	100.0
2	10.7	22.6	4.8	38.1	20.2	3.6	100.0
3	10.9	38.2	5.5	23.6	20.0	1.8	100.0
TOTAL	12.4	33.0	5.0	29.4	18.3	1.8	100.0

	1	2	3	4	5	6	
1	44.4	44.4	36.4	29.7	30.0	0.0	36.2
2	33.3	26.4	36.4	50.0	42.5	75.0	38.5
3	22.2	29.2	27.3	20.3	27.5	25.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	5.5	14.7	1.8	8.7	5.5	0.0	36.2
2	4.1	8.7	1.8	14.7	7.8	1.4	38.5
3	2.8	9.6	1.4	6.0	5.0	0.5	25.2
TOTAL	12.4	33.0	5.0	29.4	18.3	1.8	100.0





4. The selection of school bus drivers is not a problem.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 7-- QUESTION 04  
CARD 01 COLUMN 03 CARD 01 COLUMN 07 13

	1	2	3	4	5	6	
1	6	27	11	23	12	0	79
2	2	25	5	36	16	0	84
3	7	19	3	17	8	1	55
TOTAL	15	71	19	76	36	1	218

	1	2	3	4	5	6	
1	7.6	34.2	13.9	29.1	15.2	0.0	100.0
2	2.4	29.8	6.0	42.9	19.0	0.0	100.0
3	12.7	34.5	5.5	30.9	14.5	1.8	100.0
TOTAL	6.9	32.6	8.7	34.9	16.5	0.5	100.0

	1	2	3	4	5	6	
1	40.0	38.0	57.9	30.3	33.3	0.0	36.2
2	13.3	35.2	25.3	47.4	44.4	0.0	38.5
3	46.7	26.8	15.8	22.4	22.2	100.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	2.8	12.4	5.0	10.6	5.5	0.0	36.2
2	0.9	11.5	2.3	16.5	7.3	0.0	38.5
3	3.2	8.7	1.4	7.8	3.7	0.5	25.2
TOTAL	6.9	32.6	8.7	34.9	16.5	0.5	100.0



5. Our district should provide inspection and maintenance checks at regular intervals.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 3-- QUESTION OF  
CARD 01 COLUMN 03 CARD 01 COLUMN 08 13

	1	2	3	4	5	6	
1	29	25	12	7	5	1	79
2	27	39	10	7	1	0	84
3	20	26	5	3	1	0	55
TOTAL	76	90	27	17	7	1	218

	1	2	3	4	5	6	
1	36.7	31.6	15.2	8.9	6.3	1.3	100.0
2	32.1	46.4	11.9	8.3	1.2	0.0	100.0
3	36.4	47.3	9.1	5.5	1.8	0.0	100.0
TOTAL	34.9	41.3	12.4	7.8	3.2	0.5	100.0

	1	2	3	4	5	6	
1	38.2	27.8	44.4	41.2	71.4	100.0	36.2
2	35.5	43.3	37.0	41.2	14.3	0.0	38.5
3	26.3	28.9	18.5	17.6	14.3	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	13.3	11.5	5.5	3.2	2.3	0.5	36.2
2	12.4	17.9	4.6	3.2	0.5	0.0	38.5
3	9.2	11.9	2.3	1.4	0.5	0.0	25.2
TOTAL	34.9	41.3	12.4	7.8	3.2	0.5	100.0



6. Our district could benefit from help in training and supervising school bus drivers.

VARIABLE 3-- LOCATION OF DISTRICT  
CARD 01 COLUMN 03

BY VARIABLE 9--  
CARD 01 COLUMN 09

QUESTION 0613

	1	2	3	4	5	6	
1	18	29	17	11	2	2	79
2	21	32	13	14	3	1	84
3	13	23	11	7	1	0	55
TOTAL	52	84	41	32	6	3	218

	1	2	3	4	5	6	
1	22.8	36.7	21.5	13.9	2.5	2.5	100.0
2	25.0	38.1	15.5	16.7	3.6	1.2	100.0
3	23.6	41.8	20.0	12.7	1.8	0.0	100.0
TOTAL	23.9	38.5	18.8	14.7	2.8	1.4	100.0

	1	2	3	4	5	6	
1	34.6	34.5	41.5	34.4	33.3	66.7	36.2
2	40.4	38.1	31.7	43.8	50.0	33.3	38.5
3	25.0	27.4	26.8	21.9	16.7	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	8.3	13.3	7.8	5.0	0.9	0.9	36.2
2	9.6	14.7	6.0	6.4	1.4	0.5	38.5
3	6.0	10.6	5.0	3.2	0.5	0.0	25.2
TOTAL	23.9	38.5	18.8	14.7	2.8	1.4	100.0



7. Our district would benefit from some assistance in scheduling school buses.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 10-- QUESTION 013  
CARD 01 COLUMN 03 CARD 01 COLUMN 10

	1	2	3	4	5	6	
1	5	10	16	33	14	1	79
2	4	12	22	29	16	1	84
3	0	11	10	27	7	0	55
TOTAL	9	33	48	89	37	2	218

	1	2	3	4	5	6	
1	6.3	12.7	20.3	41.8	17.7	1.3	100.0
2	4.8	14.3	26.2	34.5	19.0	1.2	100.0
3	0.0	20.0	18.2	49.1	12.7	0.0	100.0
TOTAL	4.1	15.1	22.0	40.8	17.0	0.9	100.0

	1	2	3	4	5	6	
1	55.6	30.3	33.3	37.1	37.8	50.0	36.2
2	44.4	36.4	45.8	32.6	43.2	50.0	38.5
3	0.0	33.3	20.8	30.3	18.9	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	2.3	4.6	7.3	15.1	6.4	0.5	36.2
2	1.8	5.5	10.1	13.3	7.3	0.5	38.5
3	0.0	5.0	4.6	12.4	3.2	0.0	25.2
TOTAL	4.1	15.1	22.0	40.8	17.0	0.9	100.0





8. Charging a fee for pupils living under the 3 mile limit causes a hardship.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 11-- QUESTION 08  
CARD 01 COLUMN 03 CARD 01 COLUMN 11 13

	1	2	3	4	5	6	
1	30	19	16	7	6	1	79
2	13	29	22	7	6	7	84
3	16	20	10	6	3	0	55
TOTAL	59	68	48	20	15	8	218

	1	2	3	4	5	6	
1	38.0	24.1	20.3	8.9	7.6	1.3	100.0
2	15.5	34.5	26.2	8.3	7.1	8.3	100.0
3	29.1	36.4	18.2	10.9	5.5	0.0	100.0
TOTAL	27.1	31.2	22.0	9.2	6.9	3.7	100.0

	1	2	3	4	5	6	
1	50.8	27.9	33.3	35.0	40.0	12.5	36.2
2	22.0	42.6	45.8	35.0	40.0	87.5	38.5
3	27.1	29.4	20.8	30.0	20.0	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	13.8	8.7	7.3	3.2	2.8	0.5	36.2
2	6.0	13.3	10.1	3.2	2.8	3.2	38.5
3	7.3	9.2	4.6	2.8	1.4	0.0	25.2
TOTAL	27.1	31.2	22.0	9.2	6.9	3.7	100.0



9. Each district should operate from written policy.VARIABLE 3-- LOCATION OF DISTRICT  
CARD 01 COLUMN 03BY VARIABLE 12--  
CARD 01 COLUMN 12QUESTION 09  
13

	1	2	3	4	5	6	
1	37	31	7	2	2	0	79
2	39	33	8	3	0	1	84
3	28	22	4	1	0	0	55
TOTAL	104	86	19	6	2	1	218

	1	2	3	4	5	6	
1	46.8	39.2	8.9	2.5	2.5	0.0	100.0
2	46.4	39.3	9.5	3.6	0.0	1.2	100.0
3	50.9	40.0	7.3	1.8	0.0	0.0	100.0
TOTAL	47.7	39.4	8.7	2.8	0.9	0.5	100.0

	1	2	3	4	5	6	
1	35.6	36.0	36.8	33.3	100.0	0.0	36.2
2	37.5	38.4	42.1	50.0	0.0	100.0	38.5
3	26.9	25.6	21.1	16.7	0.0	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	17.0	14.2	3.2	0.9	0.9	0.0	36.2
2	17.9	15.1	3.7	1.4	0.0	0.5	38.5
3	12.8	10.1	1.8	0.5	0.0	0.0	25.2
TOTAL	47.7	39.4	8.7	2.8	0.9	0.5	100.0



11. Bus drivers in our district should pass a driving test before they are hired.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 14-- QUESTION 11  
CARD 01 COLUMN 03 CARD 01 COLUMN 14 13

	1	2	3	4	5	6	
1	37	38	3	0	1	0	79
2	39	34	8	3	0	0	84
3	24	22	7	0	1	1	55
TOTAL	100	94	18	3	2	1	218

	1	2	3	4	5	6	
1	46.8	48.1	3.8	0.0	1.3	0.0	100.0
2	46.4	40.5	9.5	3.6	0.0	0.0	100.0
3	43.6	40.0	12.7	0.0	1.8	1.8	100.0
TOTAL	45.9	43.1	8.3	1.4	0.9	0.5	100.0

	1	2	3	4	5	6	
1	37.0	40.4	16.7	0.0	50.0	0.0	36.2
2	39.0	36.2	44.4	100.0	0.0	0.0	38.5
3	24.0	23.4	38.9	0.0	50.0	100.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	17.0	17.4	1.4	0.0	0.5	0.0	36.2
2	17.9	15.6	3.7	1.4	0.0	0.0	38.5
3	11.0	10.1	3.2	0.0	0.5	0.5	25.2
TOTAL	45.9	43.1	8.3	1.4	0.9	0.5	100.0



12. Equipment failure causes more accidents than driver error.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 15-- QUESTION 12  
CARD 01 COLUMN 03 CARD 01 COLUMN 15 13

	1	2	3	4	5	
1	3	9	34	18	15	79
2	5	14	28	24	13	84
3	1	6	26	17	5	55
TOTAL	9	29	88	59	33	218

	1	2	3	4	5	
1	3.8	11.4	43.0	22.8	19.0	100.0
2	6.0	16.7	33.3	28.6	15.5	100.0
3	1.8	10.9	47.3	30.9	9.1	100.0
TOTAL	4.1	13.3	40.4	27.1	15.1	100.0

	1	2	3	4	5	
1	33.3	31.0	38.6	30.5	45.5	36.2
2	55.6	48.3	31.8	40.7	39.4	38.5
3	11.1	20.7	29.5	28.8	15.2	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	
1	1.4	4.1	15.6	8.3	6.9	36.2
2	2.3	6.4	12.8	11.0	6.0	38.5
3	0.5	2.8	11.9	7.8	2.3	25.2
TOTAL	4.1	13.3	40.4	27.1	15.1	100.0





CROSS TABULATION OF POSITION, # STUDENTS TRANSPORTED, LOCAL

13. All buses should be equipped with two-way radios.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 16-- QUESTION 13  
CARD 01 COLUMN 03 CARD 01 COLUMN 16

	1	2	3	4	5	6	
1	15	24	10	22	7	1	79
2	15	32	16	17	4	0	84
3	16	13	10	10	6	0	55
TOTAL	46	69	36	49	17	1	218

	1	2	3	4	5	6	
1	19.0	30.4	12.7	27.8	8.9	1.3	100.0
2	17.9	38.1	19.0	20.2	4.8	0.0	100.0
3	29.1	23.6	18.2	18.2	10.9	0.0	100.0
TOTAL	21.1	31.7	16.5	22.5	7.8	0.5	100.0

	1	2	3	4	5	6	
1	32.6	34.8	27.8	44.9	41.2	100.0	36.2
2	32.6	46.4	44.4	34.7	23.5	0.0	38.5
3	34.8	18.8	27.8	20.4	35.3	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	6.9	11.0	4.6	10.1	3.2	0.5	36.2
2	6.9	14.7	7.3	7.8	1.8	0.0	38.5
3	7.3	6.0	4.6	4.6	2.8	0.0	25.2
TOTAL	21.1	31.7	16.5	22.5	7.8	0.5	100.0



15. The method of filing accident reports needs improvement.VARIABLE 3-- LOCATION OF DISTRICT  
CARD 01 COLUMN 03BY VARIABLE 18--  
CARD 01 COLUMN 18

QUESTION 15

	1	2	3	4	5	6	
1	8	18	50	3	0	0	79
2	3	21	54	5	0	1	84
3	5	23	26	0	1	0	55
TOTAL	16	62	130	8	1	1	218

	1	2	3	4	5	6	
1	10.1	22.8	63.3	3.8	0.0	0.0	100.0
2	3.6	25.0	64.3	6.0	0.0	1.2	100.0
3	9.1	41.8	47.3	0.0	1.8	0.0	100.0
TOTAL	7.3	28.4	59.6	3.7	0.5	0.5	100.0

	1	2	3	4	5	6	
1	50.0	29.0	38.5	37.5	0.0	0.0	36.2
2	18.8	33.9	41.5	62.5	0.0	100.0	38.5
3	31.3	37.1	20.0	0.0	100.0	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	3.7	8.3	22.9	1.4	0.0	0.0	36.2
2	1.4	9.6	24.8	2.3	0.0	0.5	38.5
3	2.3	10.6	11.9	0.0	0.5	0.0	25.2
TOTAL	7.3	28.4	59.6	3.7	0.5	0.5	100.0



16. One of the school bus drivers biggest problems is discipline.VARIABLE 3-- LOCATION OF DISTRICT  
CARD 01 COLUMN 03BY VARIABLE 19-- QUESTION 16  
CARD 01 COLUMN 19

	1	2	3	4	5	
1	22	38	5	12	2	79
2	20	38	9	17	0	84
3	15	21	7	10	2	55
TOTAL	57	97	21	39	4	218

	1	2	3	4	5	
1	27.8	48.1	6.3	15.2	2.5	100.0
2	23.8	45.2	10.7	20.2	0.0	100.0
3	27.3	38.2	12.7	18.2	3.6	100.0
TOTAL	26.1	44.5	9.6	17.9	1.8	100.0

	1	2	3	4	5	
1	38.6	39.2	23.8	30.8	50.0	36.2
2	35.1	39.2	42.9	43.6	0.0	38.5
3	26.3	21.6	33.3	25.6	50.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	
1	10.1	17.4	2.3	5.5	0.9	36.2
2	9.2	17.4	4.1	7.8	0.0	38.5
3	6.9	9.6	3.2	4.6	0.9	25.2
TOTAL	26.1	44.5	9.6	17.9	1.8	100.0



17. The National Highway Safety Act Standard No. 17 is now being implemented in our district.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 20-- QUESTION 17  
CARD 01 COLUMN 03 CARD 01 COLUMN 20

	1	2	3	4	5	6	
1	5	28	39	2	1	4	79
2	4	23	38	5	3	11	84
3	4	16	24	3	2	6	55
TOTAL	13	67	101	10	6	21	218
	1	2	3	4	5	6	
1	6.3	35.4	49.4	2.5	1.3	5.1	100.0
2	4.8	27.4	45.2	6.0	3.6	13.1	100.0
3	7.3	29.1	43.6	5.5	3.6	10.9	100.0
TOTAL	6.0	30.7	46.3	4.6	2.8	9.6	100.0
	1	2	3	4	5	6	
1	38.5	41.8	38.6	20.0	16.7	19.0	36.2
2	30.8	34.3	37.6	50.0	50.0	52.4	38.5
3	30.8	23.9	23.8	30.0	33.3	28.6	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	1	2	3	4	5	6	
1	2.3	12.8	17.9	0.9	0.5	1.8	36.2
2	1.8	10.6	17.4	2.3	1.4	5.0	38.5
3	1.8	7.3	11.0	1.4	0.9	2.8	25.2
TOTAL	6.0	30.7	46.3	4.6	2.8	9.6	100.0







CROSS TABULATION OF POSITION, # STUDENTS TRANSPORTED, LOCAL

18. The small sixteen passenger commercial vans are unsafe for transporting students.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 21-- QUESTION 18  
CARD 01 COLUMN 03 CARD 01 COLUMN 21

	1	2	3	4	5	6	
1	7	10	37	14	11	0	79
2	2	5	40	29	6	2	84
3	4	6	19	17	9	0	55
TOTAL	13	21	96	60	26	2	218

	1	2	3	4	5	6	
1	8.9	12.7	46.8	17.7	13.9	0.0	100.0
2	2.4	6.0	47.6	34.5	7.1	2.4	100.0
3	7.3	10.9	34.5	30.9	16.4	0.0	100.0
TOTAL	6.0	9.6	44.0	27.5	11.9	0.9	100.0

	1	2	3	4	5	6	
1	53.8	47.6	38.5	23.3	42.3	0.0	36.2
2	15.4	23.8	41.7	48.3	23.1	100.0	38.5
3	30.8	28.6	19.8	28.3	34.6	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	3.2	4.6	17.0	6.4	5.0	0.0	36.2
2	0.9	2.3	18.3	13.3	2.8	0.9	38.5
3	1.8	2.8	8.7	7.8	4.1	0.0	25.2
TOTAL	6.0	9.6	44.0	27.5	11.9	0.9	100.0



19. The Office of the State Superintendent should employ a full- time  
State Supervisor in the area of Pupil Transportation.

VARIABLE 3-- LOCATION OF DISTRICT BY VARIABLE 22-- QUESTION 19  
CARD 01 COLUMN 03 CARD 01 COLUMN 22

	1	2	3	4	5	6	
1	11	20	23	14	10	1	79
2	16	24	18	21	5	0	84
3	11	13	16	8	7	0	55
TOTAL	38	57	57	43	22	1	218
	1	2	3	4	5	6	
1	13.9	25.3	29.1	17.7	12.7	1.3	100.0
2	19.0	28.6	21.4	25.0	6.0	0.0	100.0
3	20.0	23.6	29.1	14.5	12.7	0.0	100.0
TOTAL	17.4	26.1	26.1	19.7	10.1	0.5	100.0
	1	2	3	4	5	6	
1	28.9	35.1	40.4	32.6	45.5	100.0	36.2
2	42.1	42.1	31.6	48.8	22.7	0.0	38.5
3	28.9	22.8	28.1	18.6	31.8	0.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	1	2	3	4	5	6	
1	5.0	9.2	10.6	6.4	4.6	0.5	36.2
2	7.3	11.0	8.3	9.6	2.3	0.0	38.5
3	5.0	6.0	7.3	3.7	3.2	0.0	25.2
TOTAL	17.4	26.1	26.1	19.7	10.1	0.5	100.0



20. The Governor's Representative for Highway Safety could help solve many of the problems in the Pupil Transportation Safety Program.

VARIABLE 3-- LOCATION OF DISTRICT  
CARD 01 COLUMN 03

BY VARIABLE 23--  
CARD 01 COLUMN 23

QUESTION 20

	1	2	3	4	5	6	
1	4	30	37	4	4	0	79
2	11	25	38	8	2	0	84
3	5	15	25	6	3	1	55
TOTAL	20	70	100	18	9	1	218

	1	2	3	4	5	6	
1	5.1	38.0	46.8	5.1	5.1	0.0	100.0
2	13.1	29.8	45.2	9.5	2.4	0.0	100.0
3	9.1	27.3	45.5	10.9	5.5	1.8	100.0
TOTAL	9.2	32.1	45.9	8.3	4.1	0.5	100.0

	1	2	3	4	5	6	
1	20.0	42.9	37.0	22.2	44.4	0.0	36.2
2	55.0	35.7	38.0	44.4	22.2	0.0	38.5
3	25.0	21.4	25.0	33.3	33.3	100.0	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	6	
1	1.8	13.8	17.0	1.8	1.8	0.0	36.2
2	5.0	11.5	17.4	3.7	0.9	0.0	38.5
3	2.3	6.9	11.5	2.8	1.4	0.5	25.2
TOTAL	9.2	32.1	45.9	8.3	4.1	0.5	100.0



21. The present system of financing pupil transportation is equitable.VARIABLE 3-- LOCATION OF DISTRICT  
CARD 01 COLUMN 03BY VARIABLE 24--  
CARD 01 COLUMN 24

QUESTION 21

	1	2	3	4	5	
1	8	24	17	26	4	79
2	2	23	19	18	22	84
3	2	12	17	13	11	55
TOTAL	12	59	53	57	37	218

	1	2	3	4	5	
1	10.1	30.4	21.5	32.9	5.1	100.0
2	2.4	27.4	22.6	21.4	26.2	100.0
3	3.6	21.8	30.9	23.6	20.0	100.0
TOTAL	5.5	27.1	24.3	26.1	17.0	100.0

	1	2	3	4	5	
1	66.7	40.7	32.1	45.6	10.8	36.2
2	16.7	39.0	35.8	31.6	59.5	38.5
3	16.7	20.3	32.1	22.8	29.7	25.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

	1	2	3	4	5	
1	3.7	11.0	7.8	11.9	1.8	36.2
2	0.9	10.6	8.7	8.3	10.1	38.5
3	0.9	5.5	7.8	6.0	5.0	25.2
TOTAL	5.5	27.1	24.3	26.1	17.0	100.0







APPENDIX D

PUPIL TRANSPORTATION SURVEY





2016 8th Avenue  
Helena, Montana  
October 6, 1972

Dear Sir:

The purpose of the enclosed survey is to conduct a needs assessment of Pupil Transportation in Montana as seen by those most closely associated with it.

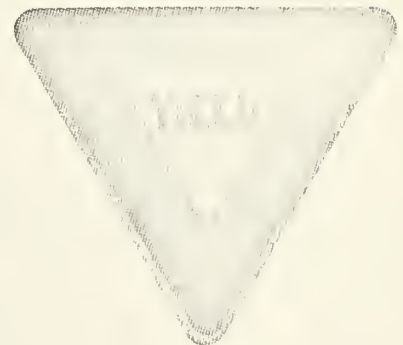
As a former Traffic & Safety Education Supervisor, I am aware of some concerns expressed in the past by school district personnel and bus contractors.

I am presently under contract with the Montana Highway Safety Director to conduct this survey and from the data collected propose possible alternatives which could be adopted to improve the pupil transportation program in Montana.

A stamped, self-addressed envelope is enclosed for your use and please accept my thanks in advance for completing the survey. I would appreciate receiving your reply by November 1, 1972.

Sincerely,

JERRY W. TONER  
SAFETY CONSULTANT





PUPIL TRANSPORTATION SURVEY

PLEASE CHECK THE APPROPRIATE ANSWER TO EACH QUESTION

A. I am: (check one)

- ☐ 1) A school administrator
- ☐ 2) A Transportation Supervisor
- ☐ 3) A Contractor
- ☐ 4) Other (please specify) \_\_\_\_\_

B. Approximate number of students transported in my district is:  
(Check one)

- ☐ 1) 1-50
- ☐ 2) 51-100
- ☐ 3) 101-250
- ☐ 4) 251-500
- ☐ 5 over 500

C. My district is located in:

- ☐ 1) Western Montana
- ☐ 2) Central Montana
- ☐ 3) Eastern Montana



1 Strongly Agree  
"2" Agree

"3" Uncertain

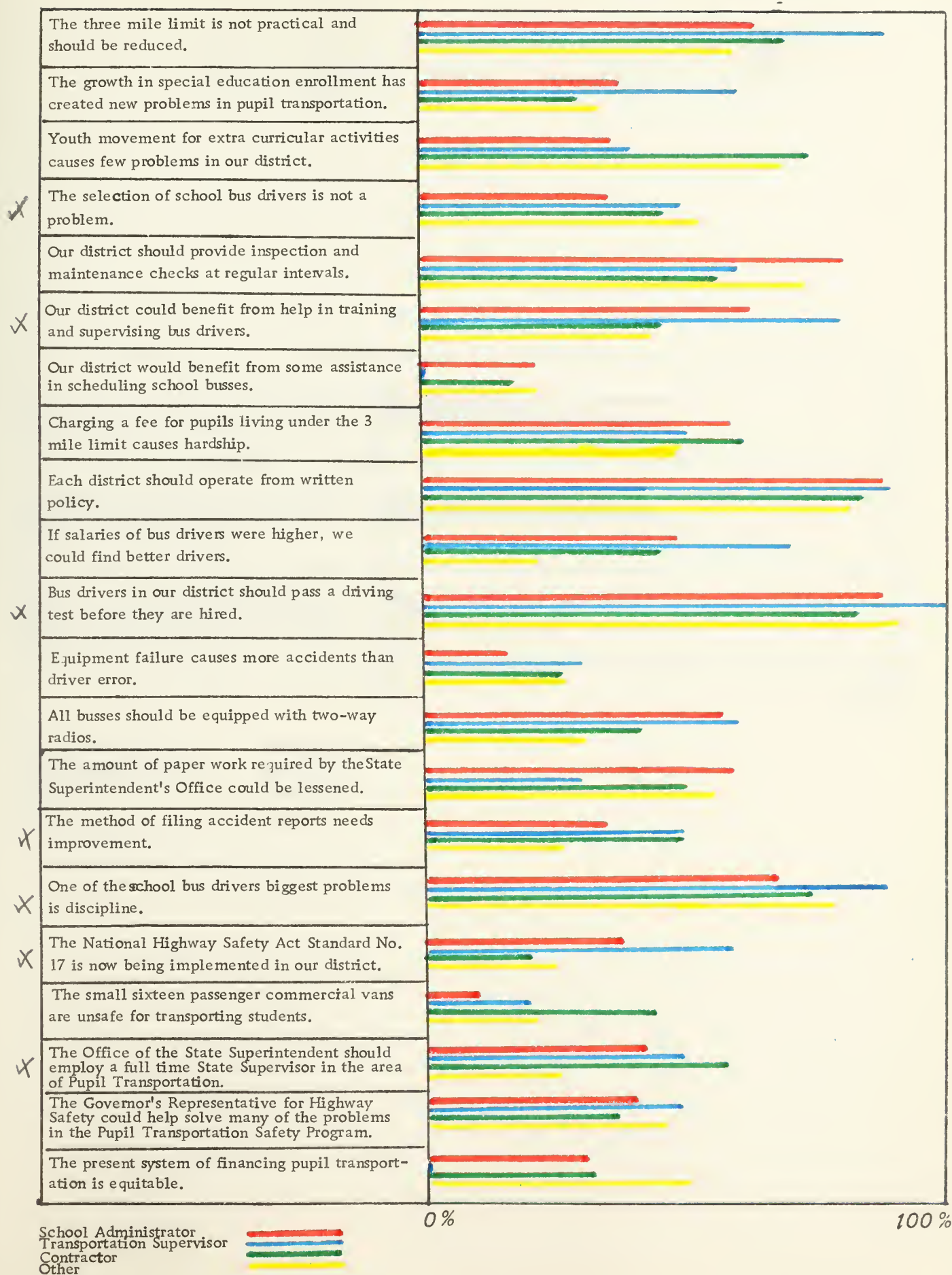
"4" Disagree  
"5" Strongly Disagree

- 
- |  |           |
|--|-----------|
| 1. The three mile limit is not practical and should be reduced.  | 1 2 3 4 5 |
| 2. The growth in special education enrollment has created new problems in pupil transportation.  | 1 2 3 4 5 |
| 3. Youth movement for extra curricular activities causes few problems in our district.   | 1 2 3 4 5 |
| 4. The selection of school bus drivers is <u>not</u> a problem.  | 1 2 3 4 5 |
| 5. Our district should provide inspection and maintenance checks at regular intervals.   | 1 2 3 4 5 |
| 6. Our district could benefit from help in training and supervising school bus drivers.  | 1 2 3 4 5 |
| 7. Our district would benefit from some assistance in scheduling school buses.   | 1 2 3 4 5 |
| 8. Charging a fee for pupils living under the 3 mile limit causes a hardship.  | 1 2 3 4 5 |
| 9. Each district should operate from written policy.   | 1 2 3 4 5 |
| 10. If salaries of school bus drivers were higher, we could find better drivers.   | 1 2 3 4 5 |
| 11. Bus drivers in our district should pass a driving test before they are hired.  | 1 2 3 4 5 |
| 12. Equipment failure causes more accidents than driver error.   | 1 2 3 4 5 |
| 13. All buses should be equiped with two-way radios.   | 1 2 3 4 5 |
| 14. The amount of paper work required by the State Superintendent's Office could be lessened.  | 1 2 3 4 5 |
| 15. The method of filing accident reports needs improvement.   | 1 2 3 4 5 |
| 16. One of the school bus drivers biggest problems is discipline.  | 1 2 3 4 5 |
| 17. The National Highway Safety Act Standard No. 17 is now being implemented in our district.  | 1 2 3 4 5 |
| 18. The small sixteen passenger commercial vans are unsafe for transporting students.  | 1 2 3 4 5 |
| 19. The Office of the State Superintendent should employ a full-time State Supervisor in the area of Pupil Transportation.             | 1 2 3 4 5 |
| 20. The Governor's Representative for Highway Safety could help solve many of the problems in the Pupil Transportation Safety Program. | 1 2 3 4 5 |
| 1. The present system of financing pupil transportation is equitable.  | 1 2 3 4 5 |
| 2. Other comments (Use back of survey)   |           |



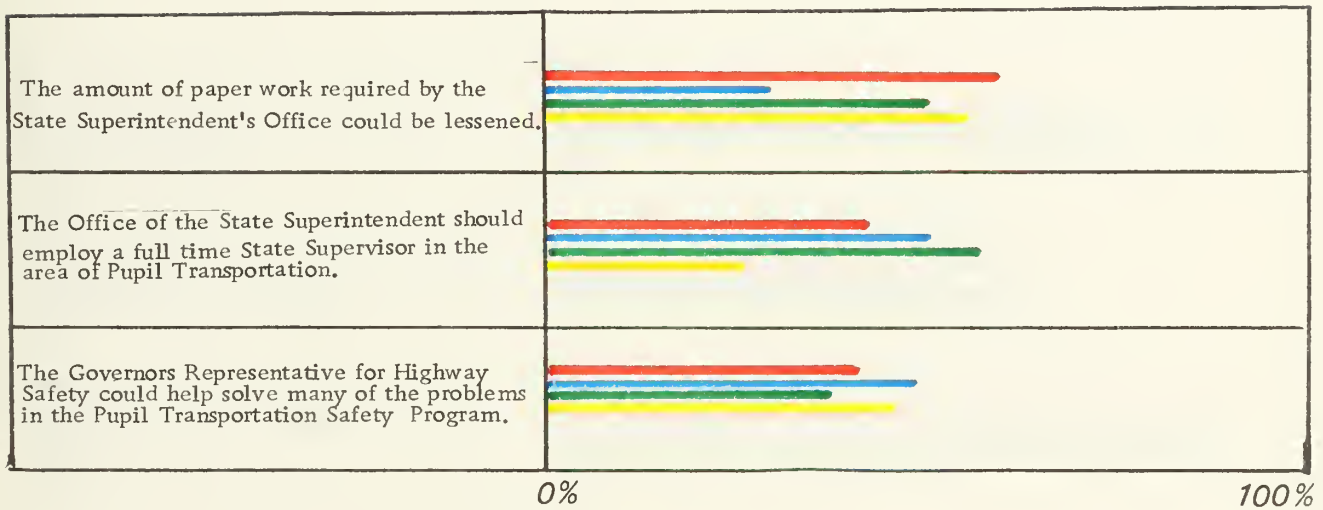


# PERCENT OF AGREEMENT BY POSITION





## STATE ADMINISTRATIVE CONCERNS

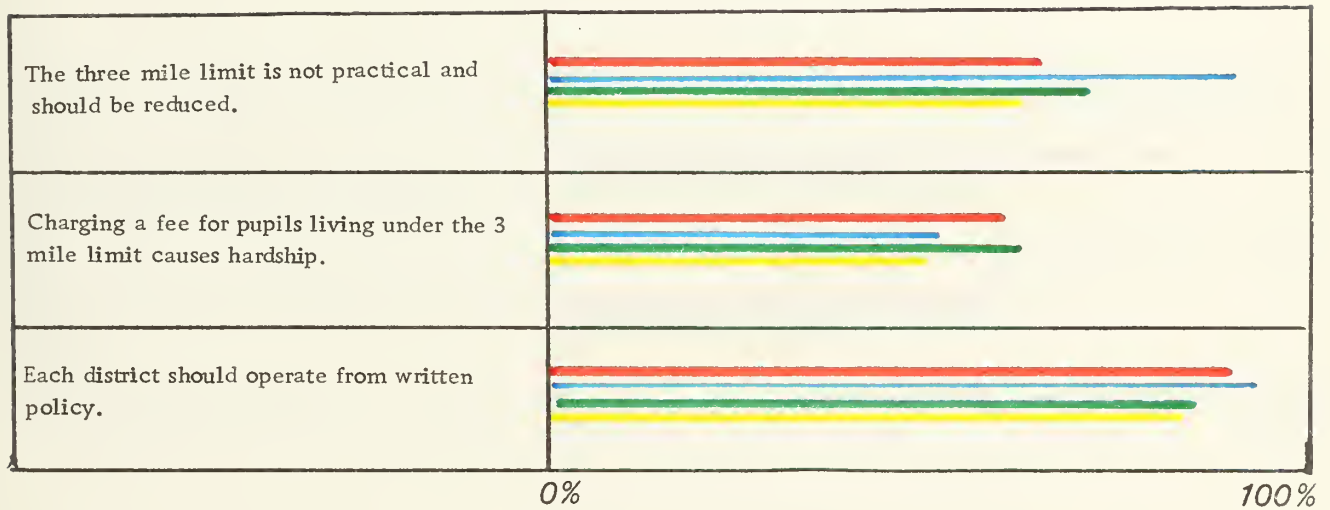


School Administrator  
 Transportation Supervisor  
 Contractor  
 Other





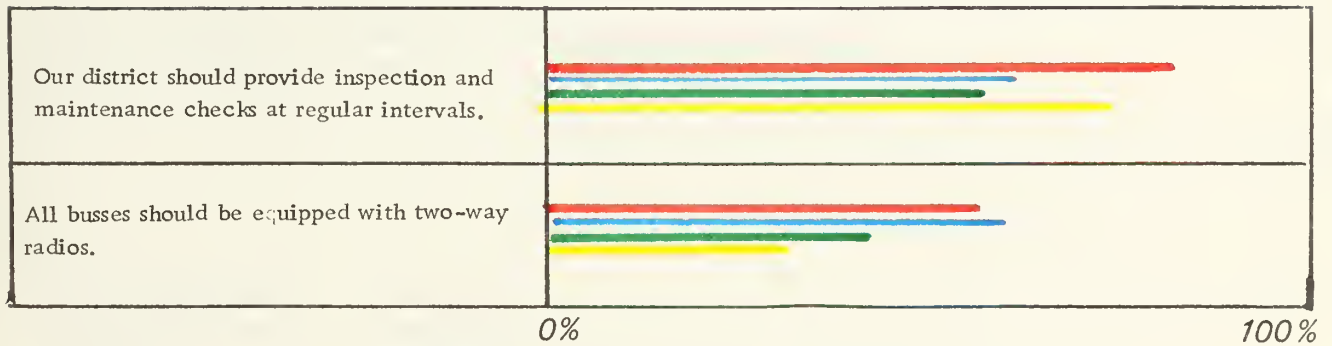
## LOCAL ADMINISTRATIVE CONCERNS



School Administrator	<span style="color: red;">—</span>
Transportation Supervisor	<span style="color: blue;">—</span>
Contractor	<span style="color: green;">—</span>
Other	<span style="color: yellow;">—</span>



## VEHICLE RELATED CONCERNS



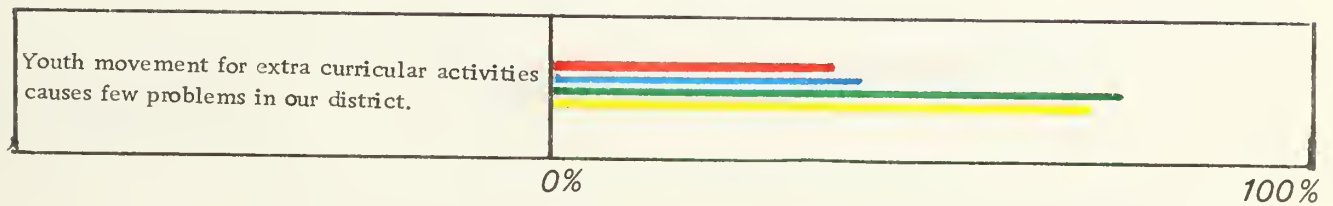
School Administrator  
Transportation Supervisor  
Contractor  
Other







## STUDENT RELATED CONCERNS

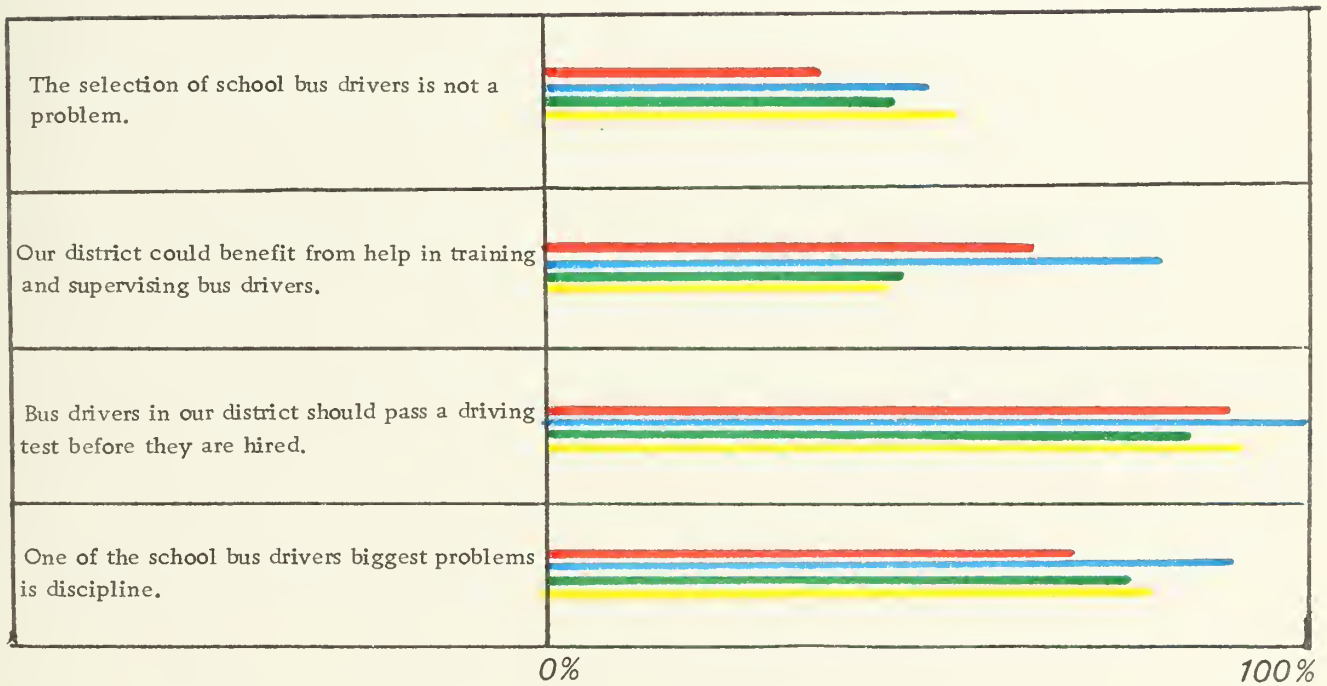


School Administrator  
Transportation Supervisor  
Contractor  
Other





## DRIVER RELATED CONCERNS



School Administrator  
 Transportation Supervisor  
 Contractor  
 Other







